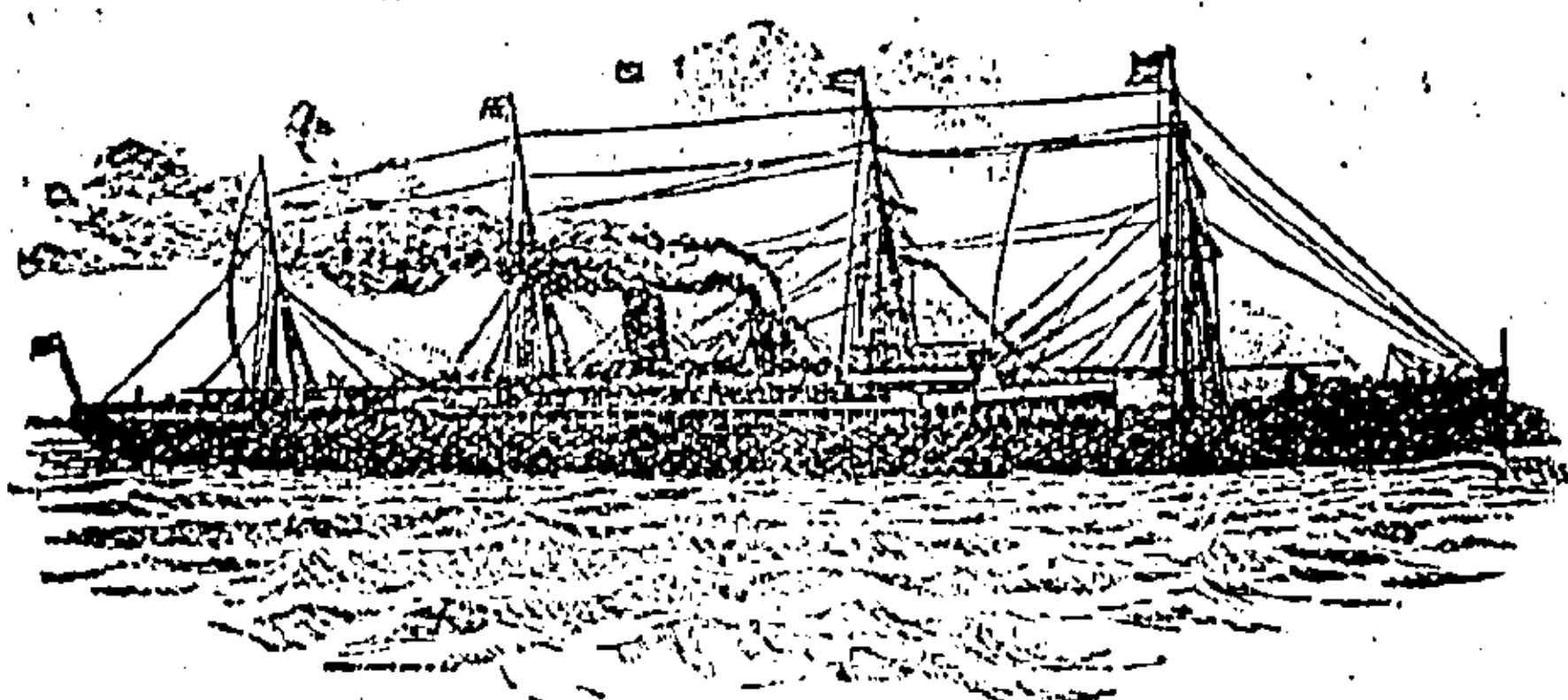






## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GABRIO"	WEDNESDAY, 20th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 14th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes for San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 23rd September.
"TARTAR"	4,475 "	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,475 "	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers are Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 25th June, 1903. D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BADENIA	HAVRE and HAMBURG.	12th August. Freight.
Röden.	(Calling at SINGAPORE and PENANG.)	
SITHONIA	HAVRE, ANTWERP, and HAMBURG.	29th August. Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)	
KONIGSBERG	HAVRE and HAMBURG.	12th Sept. Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG.)	
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept. Freight.
von Döhren.	(Calling at SINGAPORE and COLOMBO.)	
ABESSINIA	HAVRE and HAMBURG.	7th October. Freight.
Filter	(Calling at SINGAPORE and PENANG.)	
RABIA	NEW YORK	about middle of August.
Bleile	VIA SUEZ CANAL.	

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 31st July, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	1,303 tons	Captain H. D. Jones.
"POWAN"	1,336 "	G. F. Morrison, R.N.R.
"FATSHAN"	1,260 "	A. W. Dixon.
"HANKOW"	1,273 "	C. V. Lloyd.
"KINSHAN"	1,263 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 1 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING"	309 tons	Captain R. D. Thomas.
"SAINAM"	358 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903. 1357c

## Intimations.

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 10 per cent. or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 14th August, 1903.

Shareholders are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,

J. GOESMANN,

Acting Secretary.

Hongkong, 4th August, 1903. 1934c

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the FIFTEENTH day of AUGUST next, at NOON, for the purpose of Directors together with the Statement of Accounts to 30th June, 1903.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd July, 1903. 1877c

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the FIRST, to the FIFTEENTH day of AUGUST next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd July, 1903. 1878c

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 24th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 30th July, 1903. 1908c

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and, if accepted, to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 1 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened."

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 31st July, 1903. 1931c

## Intimations.

NOTICE TO LADIES.

MADAM FLINT wishes to inform her Lady Patrons and the General Public that she has now REMOVED to the CONNAUGHT HOTEL, First Floor, where she is opening up, on a more extensive Scale, DRESSMAKING and MILLINERY PARLORS, which will be known as MADAM FLINT & CO., (MODE DE PARIS).

MADAM FLINT is leaving for Paris on the 11th instant, and will be pleased to receive Orders from Ladies desiring any Special Goods, in the way of LINGERIE, Dresses and Hats in any Particular Fashion or Design, &c. She will also bring out New Goods for the BALL and RACE SEASONS.

MADAM FLINT also begs to inform the Hongkong Ladies that, in Order to make Room for the New Stock, she will hold a CLEARANCE SALE at her New Establishment commencing on the 5th instant, when some very cheap Bargains will be offered.

Hongkong, 1st August, 1903. 1920c

## NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE NIPPON YUSEN KAISHA are prepared during the months of JULY and AUGUST to issue First Class Return Tickets from Hongkong to Yokohama and back for the Round Fare of Yen 98 payable in Local Currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over Privileges allowed at any way port, and between Moji and Kobe passengers have the Option of travelling by the Sanyo Railway.

For Information as to Sailings, Steamers, &c., apply at the Company's Local Offices in Prince's Buildings, First Floor, Chater Road.

T. S. TAKAYANAGI,

Acting Manager.

Hongkong, 27th July, 1903. 1896c

## THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made as an Establishment for the sale of GENERAL AND FANCY DRAPERY GOODS suitable for the climate, and will be fitted with the

NEWEST MODERN FIXTURES AND FITTINGS

as now used in the Great Bon Marchés of Paris and London.

Further particulars will be given later.

Hongkong, 28th July, 1903. 1901c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 13th May, 1903. 119

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903. 1959c

REDUCTION IN AUSTRALIAN FRESH BUTTER.

I HAVE reduced the price of BUTTER from 95 Cents to 85 Cents per pound. I guarantee the BUTTER to be the freshest and of the best quality obtainable in the Market. I do not put up the BUTTER in prints here, as many others do after importing it in lumps.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

35 and 38, Elgin Road, Kowloon.

Hongkong, 1st August, 1903. 1922c

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c

## THEY HAVE ARRIVED



Do you know that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,  
25, Des Vœux Road Central.

Hongkong, 29th June, 1903.

[553c

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c

## GO TO THE



## THE NEW RUSSIAN DEMAND.

## AN AMERICAN VIEW.

The various and differing statements made by Russia concerning her demands upon China will be remembered. For a time it seemed as if Minister Conger had erred in his communication of those demands to his Government. Now, however, it is apparent that his information was correct, and that it came from Chinese and not Russian sources. This is made plain by a recent Russian complaint that the demands were made as a secret communication to the Peking Government, and that giving them to the American Minister was a breach of faith. Without stopping to discuss the right of Russia to accuse any other nation of bad faith, in view of the record she has made in this matter, her present attitude is of great interest to all the nations that are looking for fair play and an equal chance in Chinese trade. The officers of the Czar now require of China that in future secret negotiations of that kind she appoint two commissioners to be the custodians of the Russian confidential demands, and if these are betrayed by giving them to the representatives of other nations the commissioners will be held personally responsible by Russia!

Going back to the diplomatic understanding that closed the incidents of the Boxer rebellion, according thereto all the nations represented in the delivery of the legations and the occupation of Peking were to stand on an equal footing. The dates of their respective withdrawals from Chinese territory were fixed, and the whole plan for the prior status of each toward China was worked out in detail. This understanding has been abided by every signatory except Russia, and her troops are still in China in defiance and apparently permanent occupancy. The secret demand, the betrayal of which is now the subject of complaint, was in effect that China recognize and endorse this violation of the compact by Russia. If it were so endorsed China would, of course, violate her agreement with each of the other powers. That she would do so only under duress was apparent, and her communication of the demand to Minister Conger was for the purpose of enabling those powers to protest in order that she might plead that as the reason of her refusal to accept the Russian programme. Of course secret treaties are not new in the history of nations. But when made the parties to them have been free to enter into them, have been exactly equal and have been at liberty to seek such confidential agreements because of the resulting advantage to both parties. But Russia does not look upon her relations with China as existing between equals. She puts China in the position of a vassal over whom she has suzerain powers which make her the dictator of action. If her latest demand is made good it will mean that she will order China to make secret treaties; unknown to other powers until the papers are signed and ratified, and cannot be affected by protests. If none were concerned except Russia and China there could be no objection to this. Indeed, in such case there would be no need of secret treaties at all. But all the other commercial nations have a stake in treaties affecting the Chinese trade, and Japan considers that her very existence is involved in the relations of Russia to China and Korea. Every nation has now the right to protest to China against entering upon any such understanding with Russia. They all want to know what any one of them is doing in China to grab territory, extend zones of influence or monopolize trade. China has entered into treaties with many countries containing the most-favoured-nation clause, which is a bar to the concession of exclusive rights, either by open or secret treaty.

We have a great stake in that trade, and with the rest of the world we have a great moral interest in the future of China. We want to see that vast empire put in the way of progress by enlightenment and by the energy of her internal forces. We do not want her Russianized, nor Anglicized, nor Gallicized, nor Germanized, nor Americanized. We wish that her domestic genius shall be the impetus of a forward movement, and that Chinese civilization shall endure as the foundation of her future. She has four hundred and twenty-five millions of people, with an immense capacity of negative resistance. If called upon to exercise that capacity against the Russianizing process or any other scheme of conversion into something foreign to the racial character of her people, her progress will be hindered and not helped. China, by sending great numbers of her people abroad to be educated and to return equipped for work in the process of adapting her to modern conditions, has shown a willingness to rise above her present state and begin the development of her resources and the expansion of the wants and consumptive power of her people. In this she should be encouraged by all nations interested in her welfare. The Russian plan is entirely different and treats China merely as an instrument of Russian power.—S. F. Cull.

MACEWEN, FRICK & CO.  
have undertaken the Sole Agency in  
Hongkong for



A Pure LAGER BEER excellently  
Suitable for Hot Climates.  
A Refreshing Beverage.

\$16.00 per case of 8 doz. pts.

or  
\$2.00 per doz.

3, Duddell Street,  
Hongkong.

18th June, 1903.

## Entertainments.

## BOXING.

AT THE CITY HALL, AUGUST 8th, 1903.

THE PROGRAMME for that night will be as follows:—  
(1) BARRETT (Royal Engineers) v. CALLAGHAN (H.M.S. "VENGEANCE").  
(2) COHEN (Derbyshire) v. MARRIOTT (Derbyshire).  
(3) Extra four rounds exhibition by two local men.  
(4) THE BATTLE ROYAL, the first of its kind in Hongkong.  
(5) Twenty Rounds Contest between JACK GRACE (of America) and SAM NEWMAN (of Manila) for a side bet of \$500, and gate receipts according to articles.

Doors open at 8 P.M. Commence at 9 P.M. punctually.  
Tickets, \$10, \$5, and \$2 to be obtained at all leading Hotels and the Comptroller, City Hall.

JAS. CHRISTIE,  
Promoter.

Hongkong, 4th August, 1903. [933c]

## SPECIAL AND IMPORTANT NOTICE.

## RE-OPENING OF THE THEATRE ROYAL.

MONDAY, 10th AUGUST, 1903.

THE advent of the POLLARD FARCE-COMEDY CO. will signalise the re-opening of the Theatre Royal, which has been greatly altered, re-decorated, ventilated, and installed with a complete electric-light plant making it the COOLEST THEATRE IN THE ORIENT.

## PRELIMINARY ANNOUNCEMENT.

## THEATRE ROYAL.

UNDER THE DIRECTION OF  
CHARLES A. POLLARD.  
BUSINESS MANAGER.....ALEC MIDDLETON.  
GENERAL MANAGER.....JAMES MACMAHON.

AN IMPORTANT AMUSEMENT EVENT.  
POSITIVELY A SHORT SEASON,  
Commencing  
MONDAY, 10th AUGUST, 1903.

POLLARD'S  
ENGLISH FARCE-COMEDY  
COMPANY,  
INCLUDING  
EDWARD NABLE  
(The Popular Comedian),  
and a perfect Company of carefully selected Artists.

Mr. Pollard announces with much satisfaction that, encouraged by the splendid and unprecedented success attending his Juvenile Comic Opera Season in Hongkong, he has completed arrangements for another exceptional amusement attraction (not Juvenile); The Company includes the very best Comedy Artists obtainable, having a unique and attractive repertoire of the very latest up-to-date Comedies, each having the seal of universal appreciation from the leading theatres of the English-speaking world. Full particulars of the Company will be published at an early date. The following great successes will be presented:—

"MY FRIEND FROM INDIA"  
"MY SOLDIER BOY"  
"WHAT HAPPENED TO JONES"  
"TOM, DICK AND HARRY"  
"WHY SMITH LEFT HOME," &c.  
The above delightful Comedies will follow each other in quick succession.  
Absolutely no expense has been spared.  
NEW AND ELABORATE SCENERY,  
Properties, and Furniture for each production.  
All productions will be under the personal supervision of  
MR. EDWARD NABLE.

Plan of Reserved Seats at the Robinson Piano Co., Ltd.  
Prices.....\$3, 2, and 1.  
Hongkong, 4th August, 1903. [933c]

## Auction.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of August, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Shaokwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

No. of Sale	Locality.	Boundary Measurements.				Contents in Square Feet.	Annual Rent.	Upset Price.
		N.	S.	E.	W.			
1	Shaokwan.	70	30	70	70	5,300	40	1,500
2		60	40	70	70	9,800	50	2,500

Hongkong, 4th August, 1903. [933c]

## DON'T BE LATE!!!

## AMERICAN WATER MELONS!!

Are now just in season and beat everything in the market. Come quickly or else the season will be over.

CHING SHAN CHAN,

Central Market.

Hongkong, 30th July, 1903. [777c]

## Notice of Firm.

THE PUNJON MINING COMPANY, LIMITED.

DURING MY TEMPORARY ABSENCE, or until further notice, Mr. A. R. LOWE will act as SECRETARY to the above Company.  
By Order of the Board of Directors,  
W. KERFOOT HUGHES,  
Secretary.  
Hongkong, 1st August, 1903. [921c]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"VALETTA"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. "Victoria."  
From Persian Gulf, ex H.M.S. and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 6th August, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 31st July, 1903. [94c]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 8th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by Agents.  
Hongkong, 4th August, 1903. [938c]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 6th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 3rd August 1903. [939c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 4th August, 1903. [94c]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 9th March, 1907. [99c]

## Intimations.

SANITARY BOARD.

## NOTICE.

THE Board having found it necessary to institute summary proceedings against people using CHALK and WATER in lieu of LIME-WASH, owners of houses are hereby informed that CHALK and WATER cannot be accepted in lieu of LIME-WASH, but that there is no objection to colouring matter being added to the LIME-WASH.

By Order,

G. A. WOODCOCK,  
Secretary.

Sanitary Board Room,  
Hongkong, 11th July, 1903. [846c]

## NIPPON YUSEN KAISHA.

INTIMATION TO UNDERWRITERS AND SHIPPERS.

TELEGRAPHIC information has been received that the Company's S.S. "KAWACHI MARU," which left Hongkong on the 27th June last, for London and Ports, had an outbreak of FIRE occurring at Sea in No. 4 Hold, and she put in at Messina from which Port she was to have sailed on the 1st August.

T. S. TAKAYANAGI,  
Acting Manager.  
Hongkong, 4th August, 1903. [936c]

THE  
ROBINSON  
PIANO  
Co., LTD.

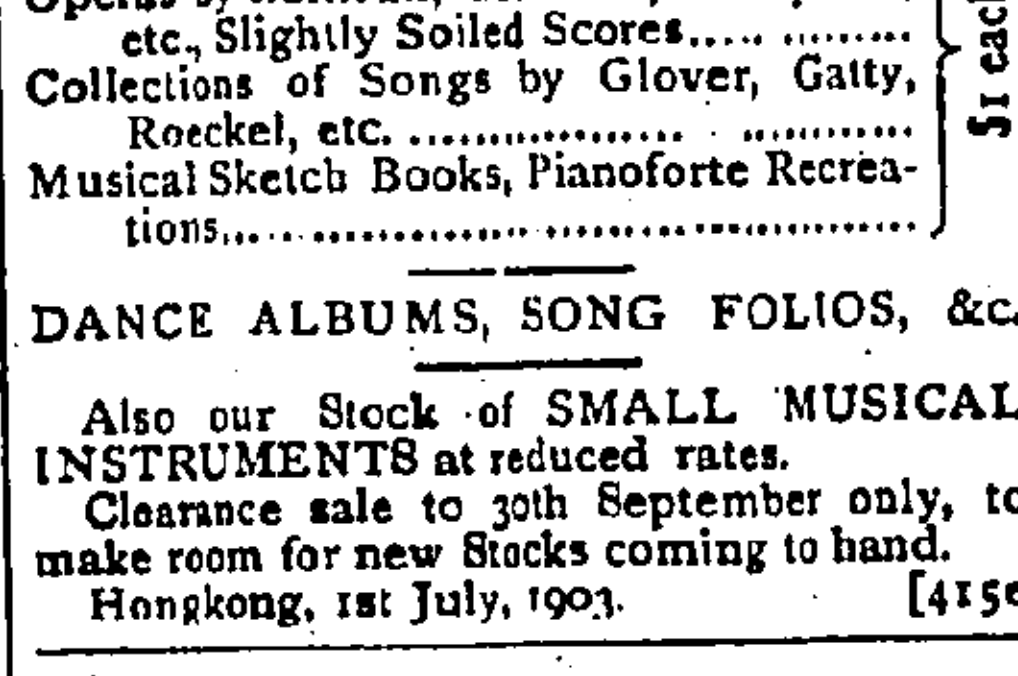
## PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

SQUIRE (Owner's Property).....	Cons. Selling.	
SCHIEDMEYER, Upright	\$350	
Grand	400	
HOPKINSON	550	300
RUSSELL, Transposing	750	350
ROBINSON PIANO CO., LD.,		
Transposing	750	500
RUSSELL, Transposing	775	500
APOLLO (Secondhand) Horizontal	900	100
Grand	575	490
SPAETHIE, Upright Grand	675	225
CHAPPELL, Secondhand	800	450
KRELL, (Secondhand), Concert	800	450
Upright Grand	800	450
NEEDHAM, (Secondhand),	800	450
Upright Grand	475	400
ROBINSON PIANO CO., LD.,	475	400
Cottage	475	400
ROBINSON PIANO CO., LD.,	600	475
BROADWOOD	575	450
ROBINSON PIANO CO., LD.,	650	450
Do	300	150
BORD, Pianette, (Owner's property)	—	285
OBCHERKANTZ	—	330
ROSENKANTZ	—	358
WERNER, Upright Grand (owner's property)	—	450
RACHALS, (Secondhand)	750	450

MUSIC CLEARANCE SALE.  
Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2.  
Song Folios containing over 100 songs by well known composers.  
Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores.....  
Collections of Songs by Glover, Gaily, Roedel, etc.,.....  
Musical Sketch Books, Pianoforte Recreations.....

DANCE ALBUMS, SONG FOLIOS, &c.  
Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates.  
Clearance sale to 30th September only, to make room for new stocks coming to hand.  
Hongkong, 1st July, 1903. [415c]



## N. LAZARUS,

OPHTHALMIC OPTICIAN

OF LONDON AND CALCUTTA.

## SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,  
Manager.

Hongkong, 23rd June, 1903. [60c]

## CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIERS.

Hongkong, 1st May, 1903. [943c]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



STAMENERS.	DESTINATIONS.	SAILING DATES.
BOMBAI MARU	MOJI, KOBE and YOKOHAMA	THURSDAY, 6th Aug., at Daylight.
T. Murali	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 8th Aug., at Daylight.
SANUKI MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 11th Aug., at Noon.
KAGOSHIMA MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 11th Aug., at 4 P.M.
K. Kori	U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 12th Aug., at Noon.
IVO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 14th Aug., at Daylight.
C. H. Butler	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 15th Aug., at 4 P.M.
KUMANO MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th Aug., at Daylight.
E. W. Haswell		
W. Bainbridge		
KASUGA MARU		
W. S. Hunter		
IDZUMI MARU		

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,  
Acting Manager. [95c]

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 11th August, 1903, at 1 P.M., the Company's Steamship "YARRA," Captain Seller, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES and Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 10th August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

and value of packages, &c., on board they. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 28th July, 1903. [1004c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Pleides	3,753	F. G. Purington	Aug. 15
Olympia	2,837	J. Truebridge	Sept. 10

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 20th July, 1903. [874d]

## Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the  
MANAGER.  
Hongkong, 23rd October, 1902. [9116d]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.



## Intimations.

**WATSON'S**  
HOUSEHOLD REMEDIES  
FOR THE SUMMER.

PRICKLY  
HEAT LOTION

One of our most popular preparations,  
which has stood the test of fifty  
years. Cools the skin and removes  
irritation at once.

RINGWORM  
REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and  
Dhobi Itch.

HOUSEHOLD  
AMMONIA

Try it in your bath and you will feel all  
the better for it. For cleansing silver-  
ware, jewellery, and clothing, it is  
without equal.

**A. S. WATSON & Co.,**  
LIMITED,  
MANUFACTURING CHEMISTS.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.  
TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣  
17A, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
MASTERS MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

**CARMICHAEL AND  
CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. I. Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

**NOTICE.**  
All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee Hoe Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to the Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
**SUBSCRIPTION RATES (IN ADVANCE).**  
Daily—\$30 per annum.  
Weekly—\$12 per annum.  
The rates per quarter and per month, proportionally.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

**BIRTHS.**  
On the 24th June, the wife of the Reverend  
E. THOMPSON, C. M. S., Taichow, of a daughter  
(Olive Marjory).  
On the 31st July, at 19, Quinsan Road, Hong-  
kew, Shanghai, the wife of the Rev. J. W.  
CLINE, of a daughter.

**DEATHS.**  
On the 7th July, at Pakhoi, HENRY ARCH-  
BOLD MCINNES, Harbour Master and Tide-  
surveyor, Chinese Imperial Maritime Customs  
Service aged 61 years.  
At the General Hospital, Shanghai, WALTER  
PAULINI, aged 25 years.  
At Nagasaki, Japan, on 23rd July, DAVID  
MCMURRAY, late Chief Engineer Indo-China  
S.N. Co.'s S.S. *Sang*, aged 46 years.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 5, 1903.

CONVICT PRISON ON STONE-  
CUTTER'S ISLAND.

The proposal to establish a convict prison  
on Stonecutter's Island is once again revived.  
At the meeting of the Legislative Council  
last week, the Director of Public Works laid  
on the table the report of the Public Works  
Committee before whom plans were laid for  
the establishment of a convict prison on  
Stonecutter's Island. The scheme is capa-  
ble of being expanded so as to provide ulti-  
mately for the removal of the entire gaol to  
that place so far as such removal was deemed  
practicable. The project reverts to the  
original plan contemplated by section 3 of  
Ordinance No. 4 of 1863 by which the  
Governor was authorized to set apart all or  
part of Stonecutter's Island for a gaol.  
There was then the necessity of providing  
more prison accommodation on account of  
the congested state of Victoria Gaol. Finan-  
cial considerations, however, subsequently  
induced the abandonment of the newly-built  
gaol on Stonecutter's, and under the vigorous  
administration of Sir Richard Macdonnell,  
whose energy and severity as a disciplinarian  
in the colony, and prisoners were brought under  
a uniformly rigorous system of discipline in  
Victoria Gaol. As the population of the  
Colony increased, it was found year by year  
that the accommodation in the local prisons  
fell far short of the needs of Hongkong in  
this respect. The annual reports of the  
Superintendent of the Gaol represented the  
state of overcrowding as such that further  
expansion of the prison accommodation be-  
came a matter of imperative importance.  
In 1891 the subject again assumed the phase  
of acute discussion between the Colonial  
Office and the local government and the  
community, both European and Chinese.  
Indeed, it is a subject that had agitated the  
Colony for some 10 or 15 years past and at  
one time was apprehended by Mr. T. H.  
Whitehead would undoubtedly have brought  
about "a constitutional crisis" had a com-  
plete, economical and satisfactory solution of  
the differences between the Government and  
the inhabitants failed of realization. In that  
year the Secretary of State issued instructions  
that a new gaol was to be erected, and the  
Committee that had been appointed and  
had gone very carefully into the matter  
reduced the sites for the gaol to two—the  
Bonham Road or Causeway Bay. In dis-  
cussing the Appropriation Bill for 1891, the  
chairman of the Finance Committee intro-  
duced a vote of \$10,000 for the new gaol  
and stated that none of that money would  
be spent until properly detailed plans and  
estimates were made and submitted to the  
Public Works Committee. Considerable  
discussion arose in connection with the vote.  
The senior unofficial member of Council  
(the Hon. Sir Paul Chater) strongly opposed  
it. He did so as it appeared to him that it  
was an attempt to work in the thin end of  
the wedge for eventually building a new gaol  
"at an enormous cost, at an unfortunate  
time, and contrary to the wishes of the whole  
community." The estimated final cost of  
the building was \$700,000 to \$750,000.  
The Senior Member, who was also a mem-  
ber of the Gaol Commission, submitted an  
alternative scheme. That was the extension  
of the existing gaol. Ultimately after pro-  
tracted debate carried through successive  
meetings of Council, but not without the  
protest from the Unofficials and a memorial  
from the Chinese Justices of the Peace and  
leading members of that community, the  
unanimous sanction of the Council was ob-  
tained for the carrying out of the recommenda-  
tions for gaol extension as proposed by the  
Committee in their report of the 15th No-  
vember, 1892, of which the Hon. Sir Paul  
Chater was one of the three members, the

other two being the then Surveyor General  
and the Superintendent of the Gaol. The  
report was formulated upon the basis of (a)  
an enlargement of the existing prison area;  
(b) additions to the prison buildings; (c)  
additional space for exercise and for working  
of prisoners; and (d) the provision of sepa-  
rate cells for the total number of male pri-  
soners belonging to the criminal class. With  
a desire not to force upon the Colony a  
scheme for a new and expensive prison,  
Lord Knutsford accepted the project for  
extension instead of an entirely new prison  
to be built, block by block, on a site different  
from that of the present prison. At the  
same time the Secretary of State was not  
altered in his opinion that "the only fully  
satisfactory solution of the question would  
be the construction of a thoroughly open  
site of a new cellular prison." His Lordship  
considered that the alternative scheme would  
not meet the requirements of the case, for  
the proposals would involve the further over-  
crowding of a space already glaringly over-  
crowded; and in this and other respects  
they might be regarded as creating evils not  
then existing. As regards the "separate  
system" it may be useful to recall the words  
of the late Hon. Phineas Ryrie who, twenty-  
five years ago, in concluding a speech, sub-  
mitted that while all believed the population  
would increase, when we get the separate  
system the ratio of the increase of crime to  
the population would be a ratio of decrease  
as compared with the increase of population.  
With this view, the opinions of the Chinese  
who claim to have a better knowledge of  
Chinese criminals do not quite accord.  
They regard the measure as one tending to  
increase the number of prisoners. In the  
memorial above referred to and dated the  
6th January, 1893, among the reasons for  
their strong opposition to the gaol extension,  
they stated they differed from the view of those  
who allege that the separate system will act  
as a deterrent to Chinese prisoners. They  
proceeded to assert that "we have no hesita-  
tion in saying that such an opinion must  
be formed through ignorance of the habits  
of the Chinese criminals who will be in  
no way deterred by having to live in  
separate cells." Needless to say, Lord  
Knutsford did not uphold this view, mainly  
because, while objecting to the evils inherent  
to the association system, it is believed that  
the cellular system is the only practicable  
basis of a deterrent prison discipline.

## LOCAL AND GENERAL.

RABBIT won the Goodwood Stakes.  
H.M.S. *Albion* arrived from Weihaiwei yes-  
terday.

The English Vail of the 4th July was de-  
livered in London on the 3rd inst.

The British and Chinese Governments ratified  
the Sheng-Mackay Treaty on 28th ult.

LeMunyon has rubber stamp daters, the best  
kind.—*Advt.*

TO-DAY'S plague return shows a slight increase  
in the statistics, five fatal cases having been  
reported. Four of the bodies had been  
dumped.

GOVERNOR TAFT has received word that Pro-  
fessor Jenks, who is with the monetary commis-  
sion now in Europe, will continue to Peking and  
confer with the international committee which  
meets there, and afterward go to Manila as con-  
sulting financial expert to the Commission.

ACCORDING to a New York wire of 26th ult.,  
printed in the *Cable News*, Rome is seething  
with sensation because the Fisherman's Ring,  
with which all Papal briefs are signed, and  
which has been worn by every Pope since the  
thirteenth century, has been stolen.

A CABLE from New York of 25th ult., reports  
that Prince Ferdinand of Bulgaria has fled the  
country. Fifty-four of the palace guards were  
assassinated, and the Prince got warning just  
in time to save his life. The wire adds that  
Bulgaria is in the throes of a revolution.

At LeMunyon's you can get the famous Follet  
Numbering Machine.—*Advt.*

WORD was received at Manila that the repairs  
on the *Sumner* would be completed by the  
1st of this month. The transport is still in  
dock, and will not be likely to leave it for  
some time to come. When she was taken into  
the Cosmopolitan dock it was found that fifty-  
one of her plates had to be removed and some  
of her "ribs" as well.

CAPTAIN C. W. Mead, chief engineer on  
location and construction work of the Canton  
and Hankow Railway, recently arrived at  
Manila and told a reporter that he had heard  
reports of Americans and Europeans being  
with the Kwangsi rebels, but he would advise  
any who were to take a bee-line for the coast as  
he believed if captured they would be beheaded.

By kind permission of Major Radcliffe and  
Officers the band of the 33rd Burma Infantry  
will play the following programme at the  
Kowloon Hotel, during dinner, to-morrow  
evening (weather permitting):—  
March—"Carillon of Lamour".....Rosenstein  
Selection—"Cavalleria Rusticana".....Mascagni  
Selection—"A Country Girl".....Monckton  
Song—"For the Sake of the Past".....Mastel  
Selection—"A Chinese Honey-moon".....Talbot  
Valse—"Polka".....Fahrbach  
Mazurka—"La Contesse".....Tancmayer

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

Up to the 25th ult., 4,009,502 people had visited  
the Osaka exhibition since the beginning of  
the year.

Sanford's library paste, the best on earth.  
Never spoils or gets dry. LeMunyon's, 31, Des  
Vaux Road.—*Advt.*

A TOKIO dispatch to the *Osaka Asahi* says  
that the British fleet in these waters is to be  
brought up to an equality with the Russian.

A JOINT conference of Manchester Cotton  
employers and textile workers representing  
the whole cotton trade have resolved to oppose  
to the utmost the proposed taxation of food and  
raw materials.

THE cause of the death of Mr. David Jackson,  
manager of the Hongkong and Shanghai Bank,  
Yokohama, was an aneurism of the aorta.  
Though death was sudden, Mr. Jackson had  
been ill for a fortnight.

DURING the debate in the House of Lords, on  
19th ult., numerous references were made to  
the possibilities of an invasion of the Indian  
frontier and hence the necessity for an increase  
in the power of defence.

THE Osaka branch of the Nippon Yusen  
Kaisha has obtained a contract from the Osaka  
Army Arsenal authorities for the transport of  
heavy guns and accessories for the forts at  
Keelung and the Pescadores.

MESSRS. Armstrong & Co. and several other  
foreign shipbuilding yards, says the Japanese  
press, have been requested by the Japanese  
Government to send in their estimates for the  
construction of a battleship of 16,000 tons.

THE Yangtze is still very full and navigation  
is difficult, but there are no floods. The  
steamers which arrived at Shanghai from River  
ports on 28th ult. report, however, that the  
water is beginning to fall slightly in spite of  
the heavy rains.

THE Commissioner of Police for London has  
intimated that in consequence of complaints  
received of obstruction to traffic caused by  
recent pedestrian competitions he will be com-  
pelled to instruct his men to take proceedings  
to stop the nuisance.

BONDS to the extent of ¥195,000 stolen from  
the Japan Treasury Department have found  
their way into five banks and one company as  
security for loans, while owing to the vagueness  
of the information furnished by the Treasury,  
bonds to the extent of nearly ¥2,000,000 are  
tainted with suspicion.

THE escaped convicts from Shanghai are still  
at large, and every day diminishes the chances  
of their being caught. The *N. C. D. News*  
says it is probable that they have got on board  
some ship or other and left the port. If any-  
thing would drive them out of concealment the  
done so.

SINCE the British warships arrived at  
Halifax from Bermuda, in June, over fifty  
desertions have occurred from His Majesty's  
ships *Ariadne*, *Retribution*, *Tribune*, and  
*Goldfinch*. A few men have been captured  
by the police in Halifax and the prov-  
ince, and occasionally men have returned  
voluntarily. There is a scarcity of seamen for  
merchant vessels there.

Orders by mail promptly attended to when  
sent to LeMunyon, P. O. B. 368.—*Advt.*

THERE can be little doubt that the Hongkong  
Chamber is to be credited with offering a  
practical solution—and indeed the only possi-  
ble solution—of what is, under present circum-  
stances, a great difficulty and cause of much  
hardship and oftentimes much loss to steamship  
owners and to those who are dependent on regu-  
lar supplies of Chinese coolies. The only  
wonder is that large segregation camps were  
not long ago established on islands near Singa-  
pore for that is manifestly an easy way out  
of the difficulty.—*Straits Times.*

A WRITER in the *Medical Review* asserts that  
the sanitary condition of China constitutes a  
menace to the civilized world, now that the  
country is gradually emerging from its com-  
mercial isolation. The root of the evil, he  
says, exists in the foully insanitary conditions  
of the Chinese cities themselves; and these  
conditions should be remedied, either by  
exerting pressure on the Chinese authorities to  
make the necessary changes, or by turning  
over the sanitary control of the more important  
seaports to some of the great political powers.

THE *Courrier d'Haiphong*, commenting on the  
question of the ravages committed by alcoholic  
excess in the French colonial forces, demands  
that energetic measures shall be taken to  
prevent Chinese and other Asiatic dramshop  
keepers in Indo-China from selling inferior  
alcohol to soldiers. It states that innumerable  
cases of typhoid fever and cholera in the army  
are to be traced to the infected liquor dispensed  
from these bars, and if the French command-  
ant passed an order forbidding the sale of the  
poisonous stuff to soldiers, he would merit the  
blessings of his country.

A CONSULAR report just to hand shows that  
the trade of Japan is, as a whole, steadily in-  
creasing. In 1898 it amounted to £45,000,000;  
in 1899, £39,000,000; in 1900, £50,000,000; in  
1901 nearly £50,000,000; and 1902, £54,000,000.  
Japan's greatest favours went to the United  
States, which supplied goods to the extent of  
£13,000,000, or an increase of £600,000. But  
German exports declined by £250,000 on a  
total of about £3,000,000; while British exports  
only declined £21,000 on a total of £7,000,000.  
From British India Japan imports raw cotton  
to the value of £4,000,000.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

THE French Press demands from the future  
Pope that he will confirm and enlarge the  
French protectorate over the Catholics in the  
Near and Far East.

THE town of Tombstone, Arizona, has been  
devastated by a tornado. Hundreds of thou-  
sands of dollars worth of property has been  
destroyed and many persons killed and maimed  
during the storm. The usual relief measures  
are in force.

Dr. Dominador Gomez Jesus has been sen-  
tenced at Manila, to six months' imprisonment  
for contempt of court. The sentence was im-  
posed for violation of the order of the Court of  
First Instance by the publication of the *Los  
Obreros* in defiance of the court.

A PAINTER and a stone cutter had a fight near  
the Jubilee Hospital last week, and when Mr.  
Luppatt, the overseer, went to separate them  
the painter cut his hand and chest. This  
morning he was sentenced to three months' hard  
labour, the first last weeks of the term  
being in solitary confinement.

RETURN of visitors to the City Hall Library  
and Museum for the week ending 2nd August,  
1903:—

	Library	Museum
Non-Chinese .....	201	46
Chinese .....	55	1,430
Total .....	256	1,496

HONGKONG'S troubles are to be increased next  
month by the addition of a new daily news-  
paper with the voluminous title of *The Morning  
Post of South China*. A journalist from  
Japan is to be the editor. We sympathise  
deeply with Hongkong. It will soon be as  
bad as Shanghai in this respect.—*China  
Gazette.*

THE *Sin Wan Pao* states that in compliance  
with the request of Viceroy Tsen of Liang-  
kuang for contribution of arms and ammunition,  
acting Viceroy Tuan Farg of Hupeh has  
consented to send to Kwangsi two thousand  
Mauser rifles and one million bullets. These  
will be taken direct to the south by the  
S.S. *Taihan*.

WHILE getting on the gangway of the S.S.  
*Indravelli*, at Shanghai, the other afternoon  
D. V. Sloan, the fourth engineer, slipped  
between a sampan and the side of the vessel  
and was drowned. An inquest was held and  
the jury returned a verdict of death by drown-  
ing but that how it came about there was no  
evidence to show.

NEWS of a serious disturbance at Yangchow,  
the big silk town south west of Soochow, has  
been received at Shanghai but no particulars  
are given beyond the fact that three or four  
steam launches have been destroyed by the  
rioters. Order is now said to have been  
what rowdy place.

THE *Wai Wu-pu* has received a telegraphic  
memorial from the Southern ports signed by  
several tens of thousands of Chinese asking  
the Emperor to personally assume the govern-  
ing of the Empire by abolishing the regency  
of the Empress-Dowager. But the *Wai  
Wu-pu* burnt the message and did not send it  
on to the Throne.

THE *Echo de Chine* says that the *Daily  
Mail* announces, with all reserve, that Japan  
is making great preparation in view of the  
coming war with Russia. The squadrons of  
the two countries were before Vladivostok  
ready to come to blows. The English papers  
publish pessimistic dispatches announcing  
that the Russians and Japanese are making  
warlike preparations.

THE largest vessel ever built in the Philippine  
Islands—the *J. Rodriguez*—was launched by  
the daughter of Governor Taft on 26th ult.  
from the yards of the San Nicholas Iron Works,  
into the Pasig River. She is a steamer of  
740 tons burden and was constructed in the  
main by Filipino labour. She is a twin-screw  
vessel, have all the up-to-date improvements  
including electric lights, and will engage in the  
coastwise trade.

NEW YORK wires on the Northern situation  
are very pessimistic. Here are two from the  
*Cable News*:—New York, July 25th. It is be-  
lieved in the United States, and particularly in  
Washington that Russia and Japan will come  
to blows within three months. The big papers  
of the East are all preparing to report the war  
they expect. New York 26th.—It is thought  
here that Japan and Russia will come to blows  
before the next month is over.

A GERMAN telegram of 30th July says: The  
English and Russian Press are simultaneously  
publishing statements, according to which  
H. M. the Kaiser and King Edward of England  
will meet shortly in order to come to an under-  
standing in regard to the Bagdad railway and  
the future political development in East Asia.  
These reports are considered here to be *ballons  
d'essai*. A visit of King Edward to the Con-  
tinent during the present year is considered  
rather improbable, although not impossible.

THE chief engineer of the Canton-Hankow  
Railway, states that trains will probably be  
running over the Canton-Samsui division by  
January next year. He says it will take from  
three to five years to complete the main line.  
A little construction work is being done on it  
in the immediate vicinity of Canton. A pre-  
liminary survey has been made of the entire  
line and the work of location is well under way.  
Two location parties are working South from  
Hankow and another North from Canton.  
Their work will be completed by September.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

THE *Malay Mail* says that there is consider-  
able trepidation amongst tin miners at the  
rapid and continuous fall in price of tin. If this  
decline continues, the outlook, will, in many  
cases, be serious. (This also to a considerable  
extent is due to the gradual recovery of the  
exchange value of the dollar.)

AN American cable of 1st inst. reports that the  
salmon trust is insolvent. The affairs of the  
big corporation are in a mess. It is probable  
that the result will be the throwing on the  
market of a large quantity of canned salmon,  
at a rather low figure, though the big packers  
outside of the tray will try to hold up prices.

ON 27th ult. Chefoo was visited by a most  
severe rain storm and the place was flooded,  
many natives being drowned, and thousands  
rendered homeless. The streets were covered  
to a depth of several feet, and the small creek  
which flows within the native settlement  
became a wild torrent almost a mile in width.  
All business is at a standstill, and several  
foreign business houses have lost heavily.

THE *Reim Cristina*, one of Dewey's victims  
at Cavite, and which was raised recently, is  
being rapidly dismantled. She has ten boilers  
in first class condition. Her engines, of the  
inclined compound type, are of not much value  
but all the brass and copper is being rapidly  
removed. The brass work in the condenser is  
also being taken out and the proceeds of the  
sale of this wreckage goes to Captain Garry.

A WIRE from London, of 30th ult., states:—The  
coast guard cruiser *Alcmopus*, Captain Oswald  
P. Tudor, sank during heavy fog. The entire  
crew of 300 men were rescued by the life saving  
service. The *Alcmopus* was a twin screw pro-  
tected cruiser of the second class, 3,400 tons,  
7,000 h.p., used by the coast guard. She  
was placed in coast guard commission on  
May 1st, 1895, with officers and crew turned  
over from the cruiser *Baltiste*.

Take your Kodak developing and printing to  
LeMunyon's, 31, Des Vaux Road.—*Advt.*

## ACCIDENT TO THE "CHU-KONG."

Rumour is current that the S.S. *Chu-kong*,  
owned by the Kwong Wan Steamboat Company,  
Limited, and recently chartered by the East  
Asiatic Trading Co., for service in the Philip-  
pines, has been ashore and sustained considerable  
damage to her hull. The Hongkong  
owners have received a wire reporting the  
accident to the ship and further details are  
anxiously awaited. The *Chu-kong*, which was  
formerly the *Baku Maru*, had, until recent-  
ly, been engaged on the Hongkong-Macao run.

DEPARTURES FROM  
HONGKONG.

Among the passengers who left the Colony  
to-day per the *Empress of China* for Van-  
couver, etc. were the Hon. R. Shewan, Dr. and  
Mrs. G. H. Bateson-Wright, Judge W. W.  
Foster, Messrs. Hart Buck, F. B. Deacon, C.  
L. Gorham, and C. E. Le Munyon.

## POPULAR CHINA HANDS.

The *North China Daily News* of 1st inst.  
says:—

Two very popular old China hands, of the  
Mercantile Marine, are leaving for America to-  
day by the P.M.S. *Korea*—Capt. F. M. Pat-  
terson, late master of the C.M.S. *Hsinlung*, and  
Capt. A. E. Knights, Assistant Marine Superin-  
tendent of the China Merchants' S. N. Co. Capt.  
Knights' first visit to China was in 1857, in  
which year he arrived at Hongkong as second  
officer of the *Northfleet*. In 1862 he was again  
in China as chief officer of the tea-clipper *Bal-  
larat*, commanded by Captain Jones who after-  
wards brought out the auxiliary twin-screw  
tea-clipper *Far East*, which went home with  
tea from Hankow in 1864. Captain Knights  
left the *Ballarat* to go as chief officer on  
the auxiliary screw ship *Niemen* with Cap-  
tain Hutchison, and on the latter's going  
home he had command of the *Niemen* on the  
Yangtze. The *Niemen* made an attempt to  
get up Hongkong to Shanghai against the  
monsoon, but her boilers were so old that she  
had to put back to Hongkong, where her  
engines were taken out, and she sailed to New  
York, under the command of Captain Knights,  
with a cargo of cotton. Captain Knights then  
went into business in New York, but he soon  
found of a shore life and in 1868 he returned to  
China and joined the S. S. N. Co. as a Yangtze  
pilot, which position he held until 1876. In  
that year he joined the China Merchants' S. N.  
Co. and was appointed master of the *Kiang-  
yang*. He was afterwards transferred to the  
*Kiangyui* and about two years ago was  
appointed Assistant Marine Superintendent of  
the same company. A man of the most stei-  
ling character and courteous, Capt. Knights has  
been liked and respected by all who know him,  
and he will be heartily welcomed back when  
he returns to the Far East.

## SHIPPING AND MAILS.

MAILS DUE.  
French (*Caledonia*) 10th inst.  
American (*City of Peking*) 13th inst.  
Canadian (*Empress of India*) 16th inst.  
Indian (*Laisant*) 17th inst.  
American (*Doric*) 20th inst.

The T. K. K. S.S. *Rosetta Maru* left Manila  
last night and is expected here on 7th inst. at  
daylight.

The C. N. Co.'s S.S. *Tinan* left Kobe for this  
port on 2nd inst., and is expected to arrive  
here on 8th inst.

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## TELEGRAMS.

(Reuter's.)

## Disaster at a Cricket Match.

During the progress of a cricket match at Perth, a stand on which 1,500 spectators were assembled suddenly collapsed, resulting in terrible scenes. One person was killed and 150 injured, of whom fifty were conveyed to hospital.

LATER.

No one was killed by the collapse of the stand at Perth, and only fourteen of the injured are detained in hospital.

## Their Majesties' Return

Their Majesties King Edward and Queen Alexandra have arrived at Cowes.

## The Sugar Convention.

His Majesty the Austrian Emperor will issue, on Tuesday next, an Imperial ordinance abrogating sugar legislation conflicting with the Brussels Convention.

## Donation to the Dublin Hospitals.

Lord Iveagh has given the King £50,000 for distribution among the Dublin hospitals.

## The Royal Visit to Ireland.

The King, in an address to the Irish people, says he is deeply touched by the kindness and goodwill of the people shown to the Queen and himself, which exceeded his expectations; he would now eagerly await the fulfilment of the hope of a brighter day dawning for Ireland; this hope depends for its development on self-reliance, co-operation, increase of mutual toleration, and earnest prayers, and means that the national well-being will multiply from year to year.

Copies of the King's address will be posted in every town and village in Ireland.

## The Election of the New Pope.

The result of the Conclave is indecisive; an attempt was discovered to communicate between a neighbouring house by means of flashes from a mirror.

Father Herrera, who fell ill on entering the Conclave, is reported to be dying.

## Australia and Coloured Labour.

Sir Edmund Barton, in reply to an influential deputation urging the repeal of the coloured labour prohibition, said that it was useless to ask for a repeal until the prohibition had been tried, and that he preferred even foreign white to coloured labour.

(N. C. D. News.)

## The Success of the Labour Party.

The result of the Barnard Castle election is regarded mainly as showing the strength of the Labour Party, but also as a blow at Mr. Chamberlain's new policy.

## The Progress of South Africa.

Lord Milner is contemplating an elaborate irrigation scheme for the Transvaal, which will begin with the damming of the Vaal River, if clear evidence can be produced that this latter will be remunerative.

## The Dissatisfaction with the War Office.

Sir Charles Dike's meeting yesterday unanimously adopted resolutions protesting against Mr. Brodrick's proposals.

## The Royal Visit to Ireland.

Their Majesties, while touring in their automobile, made a point of visiting some of the peasants' cottages.

The Queen has given £50 to the poor of Ireland.

(China Times.)

## Manchuria.

There has been great bustle and activity in the transport of troops and supplies from Russia to Port Arthur especially since the 15th inst., when the Port Arthur conference came to an end.

Cavalry and infantry have been pressed forward with ammunition and stores in exceptionally large quantities.

It is understood that there is to be a great concentration of troops at Port Arthur and the other Russian ports.

(Der Ostasiatische Lloyd.)

## Alarming Reports Denied.

All European papers now declare that the telegrams of Laffan's Bureau, coming continuously from Hongkong, according to which the outbreak of a war between Russia and Japan was imminent, are pure nonsense. The French and even the English press are trying to tranquillise public opinion. The United States Government is fully satisfied as to the course matters have taken and is now waiting for the official statement of the Russian Government as to the future of Manchuria.

(Manila Cablenews.)

## "Silver is Soaring."

The purchasing of silver by the Government for coinage into Philippine pesos and subsidiary currency has been suspended.

Silver is soaring, and there seems to be a rather successful attempt to corner the market and bleed the Government.

## WILLIAM FOWELL, LIMITED.

ANNUAL MEETING.

The second ordinary yearly meeting of shareholders in William Fowell, Limited, was held at the Company's premises, 28, Queen's Road Central, at noon to-day.

There were present: Messrs. T. H. Reid (Chairman), and W. Clement Drew (directors), G. Murray Bain, W. H. Gaskell, and R. G. Heckford (managers).

The notice convening the meeting having been read,

The Chairman said—Gentlemen, as the report and statement of accounts have been in your hands for some time, with your permission we will take them as read. Your Directors are pleased to be able to present such a satisfactory report on the past year's working of the Company. On turning to the accounts, you will observe that, while recommending a dividend of ten per cent. for the year, we are able to make ample provision for writing off substantial sums for depreciation of stock, &c., and to carry forward to 'New Account' a sum of \$757,42, this sum being a little in advance of the amount carried forward from the previous years' working. I should like to say with reference to the amount your Directors propose to write off stock on Hand—\$7,000—that this amount is necessary in consequence of the depreciation of many articles in which we are dealing to climatic influences, constant changes of fashion, and various other causes not immediately under our control. By making ample provision in this direction, we bring our stock on Hand down to a low figure, strengthening our hands for the forthcoming winter season, and at the same time, consolidating our largest asset. It is satisfactory to note that our net profit for the year is more than represented by our cash assets of some \$300,000. A better proof, I venture to say, cannot be had of the soundness of any trading concern. With reference to our new premises in course of construction in Des Vaux Road, we hope to be in occupation in the early part of next year. There is nothing else to which we wish to direct your attention. If any further information is required, I will be pleased to answer any questions.

There being no questions the Chairman proposed, and Mr. G. Murray Bain seconded, that the report and accounts as presented be adopted and passed.

CARRIED.

DIRECTORS.

On the proposition of Mr. Gaskell, seconded by Mr. Murray Bain, Messrs. T. H. Reid and W. Clement Drew were re-elected directors.

AUDITOR.

Mr. Bain proposed, Mr. Clement Drew seconded, and it was agreed, that Mr. Gaskell be re-elected auditor.

The Chairman said—That is all the business, gentlemen. Dividend warrants are ready and may be had on application.

## THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

The seventh ordinary annual meeting of this company was held at Queen's Buildings this afternoon.

There were present: Messrs. E. S. Wheeler (Chairman), T. Skinner, J. W. C. Bonnar, J. D. Reid, A. Ritchie, E. J. Libeaud, E. G. Barrett, T. H. Reid and G. R. Edwards (secretary).

The notice convening the meeting having been read,

The Chairman said—Gentlemen, the report and accounts having been in your hands for some time, I will, with your permission, take them as read. The profit we are able to show this year is the largest we have had. I do not think there is very much for me to say in connection with the accounts. We have written \$1,000 off the launch, and placed \$8,000 to the reserve fund. We have done that more with the idea of placing the Company on a very solid foundation, and it was specially needed to write these things off. The dividend is somewhat larger than we have been able to pay in the past, and perhaps the most important thing in connection with a business of this sort is the stock; which we have taken great care was thoroughly verified and properly valued. We feel it is now placed in the books at not more than its lowest value, and in the ordinary course of business it would be more than amply realised. I do not think there is anything more for me to say except that I shall be pleased to answer any questions that shareholders may desire to put.

There being no questions the Chairman proposed, and Mr. Bonnar seconded, that the report and accounts as presented be adopted and passed.

CARRIED.

AUDIT R.

Mr. Libeaud proposed, Mr. Reid seconded, and it was agreed that Mr. W. H. Potts be re-elected auditor.

CARRIED.

The proceedings then terminated.

A WIRE to the *China Times*, dated Tangku 21st ult., states:—The signs of the occupation of foreign troops are gradually disappearing. Lately the German military have removed all the stores that they had on the ground in the Tangku Reach and which they commandeered from the Railway company, adjoining Messrs. Jardine, Matheson and Co.'s land. Then the fence and brick houses went and now they are removing the wharf. Only one small house, which they built, remains, which they handed over to the Austrians, where they keep a few men. The oil tanks at Taku, now nearly full with some 2,500 tons of oil, are very much exposed to the heat. The tanks in the south of China are covered by a roofing.

## FORMOSA SUGAR.

From the report on the trade of the Consular district of Tainan, South Formosa, for 1902, we learn that during that period out of the total value of exports, £49,508, the value of sugar alone represented £44,528. To China and Hongkong, 136,124 cwt. of brown, value £60,684, and 54,126 cwt. of white sugar, value £37,127, were exported. The report states:—The Formosa crop in 1902 was a good one. Of the total output, 1,066,032 cwt., 907,826 cwt. were exported and 158,196 cwt. were consumed in the island. Of the above total export, 872,862 cwt. were shipped from the South Formosa port of Tainan (Anping and Takow), while only 34,964 cwt. went from the north of the island.

The market may be said to have opened early in March by the purchase by British merchants of Takow ordinary brown sugar for shipment to Japan at 4 dol. 60 c. per picul (75.24 d. per cwt.), against 4 dol. 25 c. 75.4 d. per cwt. paid for first sugars in 1901. In consequence, however, of large stocks in Japan, held over from the previous year (one Philippine firm alone held as much as 200,000 piculs (238,095 cwt.) in Yokohama and Kobe, business was most difficult. The Japanese merchants in Yokohama declined to transmit the usual orders for sugar, preferring to let shippers run the risk of the market. The latter, on the other hand, refused to submit to this arrangement, and for several months large shipments went forward to be stored in Yokohama and Kobe. When the Formosa season closed considerable stocks were consequently lying at Yokohama and little or no business could be profitably transacted. Prices did not improve during the autumn, and it was only in November, when reports of a poor beet crop in Europe caused 100,000 piculs (119,048 cwt.) of Iloilo sugar, stored at Yokohama, to be exported to the United Kingdom and about 40,000 piculs (49,619 cwt.) to North America, that prices recovered and shippers were enabled to dispose of their stocks at a small profit. On the whole the season may be said to have been one of the most unsatisfactory ones on record.

There are two sugar mills with steam power at present at work in this district, one, the Nakagawa Factory in Tainan, a private concern, subsidised by the Government-General, the other, the Formosa Sugar Factory, a registered company largely under Government control. In addition to these two Japanese factories, a native company was formed in the spring of last year (1902), with a capital of 20,000 dol. (about 15,600 l.) to work another sugar mill in the Tainan district. The mill, which comes from America and cost about 1,300 l., will have a capacity of 5 tons of sugar per diem. The factory will be ready for work in the coming season, about November next. No foreign merchants have as yet invested any capital in sugar mills in South Formosa under the regulations promulgated by the Government-General on June 14, 1902, for the encouragement of the sugar industry, a translation of which was given in the report (supplementary) of the trade of this district for the year 1902.

As the Government-General, however, is strongly urging and encouraging the introduction of foreign cane-crushing machinery, it is most probable that many small mills will be erected by native sugar manufacturers in the near future. The mills most likely to be required will be those with a capacity of turning out from 3 to 5 tons of sugar per diem (12 hours).

The Formosa Sugar Factory, which commenced work at the end of 1901, was estimated to be able to turn out about 30 tons of sugar a day, or about 4,500 tons during a season of 150 working days, but up to the present, owing to various causes, such as lack of experience in working the machinery, and consequent frequent stoppages, as well as to difficulty in getting a sufficient quantity of cane, this estimate has not been realised. The output during last year (1902) was less than 20,000 piculs (19,900 tons).

Out of the balance of 49,633 yen (ab ut 5,105 l.) a dividend of 1,683 yen per share was paid, absorbing 33,660 yen (3,461 l.).

It is satisfactory to note that the three crushing mills in use at the factory as well as two out of the three engines are of British manufacture, and I am informed, give every satisfaction. They were purchased for the company in Glasgow by the London agency of the Japanese firm of Mitsui Brothers.

## RE-HOUSING BOMBAY'S POOR.

Upon various occasions attention has been drawn to the seriously overcrowded condition of many parts of the native town and the grave attendant evils. It is important to look at the other side and see what steps are being taken to re-house the poor who have been dispossessed by improvement schemes and in other ways, and how far they are calculated to grapple with this serious problem. The first essay of the Improvement Trust in re-housing was the handsome set of model chawls at Agripada, designed to accommodate persons rendered homeless by the demolition of 1st Nagpada. Admirable as they were in many respects, the Agripada chawls had this crushing defect, that they were not up to commercial basis. On the rents charged they return only two and three quarters per cent. upon the cost of the building and nothing at all for the sites. Now it is obvious that if the Trustees were to proceed on these lines they would be able to touch only the fringe of the housing problem. The forecast of expenditure on housing was only eighty lakhs, and if all model chawls were to involve a loss of some two per cent. upon the capital outlay, this would not go far in providing decent accommodation for the tens of thousands in urgent need of it. So since the Agripada chawls were completed careful study has been given to the question of providing cheaper accommodation, which should conform to the necessary sanitary requirements and

yet be, if possible, commercially remunerative. With this object in view the existing buildings were closely examined to see what parts were necessary and what could be discarded. Then the essentials were formulated and plans prepared to secure the largest return for the money. Now, we are glad to learn, the Trustees have made arrangements which provide wholesome hygienic living conditions and still pay for both site and structure at very moderate rents.

This marks a great advance towards the solution of the housing difficulty. We have always insisted that the path to a comprehensive reform of the present evils lay in putting the provisions of decent accommodation for the poor upon a commercial basis. Only on these lines can reconstruction proceed on a scale grand enough to get to the heart of the question, except at a ruinous, and in Bombay a prohibitive cost. To build chawls which can in no circumstances return a fair interest on the capital outlay, is to provide good quarters for a few at the cost of the whole community, and to shut out the private capitalist from co-operating in the work of re-housing. Once, however, model dwellings are erected upon a remunerative scale, an indefinite field for expansion is opened up and there is scope for the private enterprise whose aid is ultimately indispensable. And now they have arrived at this all-important step, the constructive programme of the Improvement Trustees has been generously and comprehensively expanded. At Agripada, as we have said, rooms for three hundred families have been constructed. An additional nine hundred and twenty-eight rooms under the new scheme, which were sanctioned by Government in April, have already been put in hand and will be ready for occupation within a year. The provision of police barracks has also been taken up, and quarters comprising another three hundred rooms will be completed twelve months hence. Besides these, the Board's Engineer has in train plans for a further five hundred rooms, which will be sanctioned as soon as they are ready. Altogether by this time next year the Trust will have provided two thousand rooms. Moreover, the greater part of the cleared area at 1st Nagpada, where a scandalous nest of unwholesome rookeries were raised to the ground, has been leased, and building operations on sound sanitary lines are in progress. When a year has elapsed these should be finished and will play an important part in relieving the present congestion. Before the monsoon of 1903 sets in very substantial progress will thus have been made with the provision of healthy living rooms for the poor.

Of equal importance is the very sound decision which has been come to with regard to the erection of the quarters for those who occupied the houses demolished in connection with Scheme II., for a new highway from Queen's Road to Carnac Bridge. In a recent article describing the appalling overcrowding which now exists in the neighbourhood of the Market we showed that this has arisen from the fact that most of the people inhabiting the locality were bound to live near their work, and consequently accepted any sort of shelter at any price within their means. At first it was not intended to provide any quarters for the poor in connection with the scheme, because there is a keen demand for sites for business purposes. Recognising that a considerable proportion of the displaced population are really unable to move elsewhere, the Trustees have now recast their plans, and propose acquiring a large area of suitable land for the erection of chawls in the vicinity. Building operations in the area will be commenced as soon as rains are over, and meanwhile demolition has been stopped. We gratefully recognize the energy and thoroughness with which the Trustees have faced the abnormal conditions developed in consequence of the rapidity with which they were pushing forward their scheme, and the revised programme is well calculated to relieve the terrible congestion of this particular neighbourhood. Anticipating similar troubles in connection with Scheme III., which is for a new road from Chaulpati to the Harbour the Trustees have resolved to act in accordance with the well established principle that construction shall precede demolition. No houses have been raised, although a large number have been acquired and proposals are in hand for the acquisition of twenty thousand square yards of land in close proximity to the area affected by the scheme, whereon dwellings for the poor can be provided before demolition on an extensive scale is carried out. From this it will be seen that now that the Trustees have a solidly settled upon the nature of the accommodation to be provided, they have framed their reconstruction programme upon no mean or restricted lines. The scheme we have outlined carries the assurance of a speedy and very considerable amelioration of the lot of the working classes, and also insures the city against any temporarily increased congestion of parts of the native town, as a result of the demolition necessary to open up new arteries through the most densely populated quarters. It is intended to proceed as fast as new buildings can be put up, improving in details as progress is made. We warmly congratulate the Trustees upon so having comprehensively planned to deal with the housing question and laid the axe at the roots of much of the sickness, misery, and distress amongst the poorer citizens of Bombay.—*The Times of India.*

## COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	109 3/6
Bank Bills, on demand	109 1/2
Credits, 4 months' sight	109 1/2
Demands, 4 months' sight	109 1/2
ON BERLIN, (demand)	109 1/2
ON PARIS, Bank Bills, on demand	22 1/2
Credits, 4 months' sight	22 1/2
ON NEW YORK, Bank Bills, on demand	43 1/2
Credits, 30 days' sight	43 1/2
ON BOMBAY, Telegraphic Transfer	132 1/2
On demand	132 1/2
ON SHANGHAI, Telegraphic Transfer	22 1/2
Private 30 days' sight	22 1/2
ON YOKOHAMA, T.T.	22 1/2
Sovereigns, Bank's Buying Rate	\$11 42
Gold Leaf 100 touch, per tal	\$9 50
Bar Silver	\$25 5/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa NEW	@	020/60
" LAST YEAR	@	021/00
" OLDEST	@	021/00
PATNA NEW	@	107 1/2
" OLD	@	100 00
BENARAS NEW	@	108 1/2
" OLD	@	107 1/2
PEKING (PAPER)	@	760/30

## To-day's Advertisements.

WANTED.

AN EXPERT PORTUGUESE TYPE-

WRITER. Apply in writing: stat-g

Salary, &amp;c., to—

"TYPEPIST,"

C/o Hongkong Telegraph Office

Hongkong, 5th August, 1903.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

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## THE "SPARTIATE" AND "EUROPA."

STEAMING HOME FROM CHINA.

The cruiser *Spartiate* has returned to Portsmouth after the test of a voyage to and from the China station. This cruiser gained a bad reputation because of the great length of time she was building, and her costliness of construction. The result of the voyage, which was really a series of trial runs, may therefore be taken as a great credit to Portsmouth Dockyard, to which was entrusted the work of completing the ship under rather adverse circumstances. As is tolerably well known, she is fitted with Belleville boilers.

On the voyage out, which is roughly 1,000 miles, her average coal consumption for the whole distance worked out at 2lb. per indicated h.p. per hour. During the return run four trials have been undergone. The first one of forty-three hours' full power between Hongkong and Singapore, when the consumption recorded was 1.9 lb. i.h.p. per hour. The second was a full-power run of sixty hours' duration between Singapore and Colombo, when the *Spartiate's* consumption was again only 1.9 lb. From Colombo the ship proceeded at her ordinary cruising speed of 13 knots to Malta, upon leaving which place on Tuesday week a fifty-two hours' full-speed run was made to the Rock, with similar results. After staying a day and night at Gibraltar she made the run to Plymouth, a fifty-four hours' fourth-fifths power trial, when the coal consumption was only 1.7 lb. per i.h.p. per hour. On the voyage 4,400 tons of coal were burnt.

The *Europa*, which left China a day or so later than the *Spartiate*, has also arrived at Portsmouth.

The trials were carried out by orders of the Admiralty, who gave instructions that there should be nothing in the nature of a race between the two vessels, which was no doubt the reason why the *Europa* left Portsmouth in the first place and Hongkong on the return journey a day or so later than the *Spartiate*. The full-power trials rendered it necessary that the cruisers should coal frequently, and this was done at the ports mentioned; and this is the explanation given of the time they have taken to perform the voyage. Although the *Spartiate* is proved to be the more economical vessel with regard to coal consumption, both vessels may be taken together with reference to speed. During the full-power runs with patent logs they maintained a speed of almost exactly twenty knots, and on the final run from Gibraltar to Plymouth did nineteen knots, while a three-fifths power trial during the voyage resulted in eighteen knots. The designed speed of both vessels is over twenty knots.

During the trials the weather conditions were satisfactory on the whole and the tests are regarded as fairly satisfactory, though it was expected that the speeds would have been a little in excess of the above figures. It is, however, contended that more would have been got out of them on a measured course, such as that on the Cornish coast.

The *Spartiate* brought home the crew of the *Ocean*, which was the first modern battleship built at Devonport. She left that port about three years and a half ago for the Mediterranean Station, but after a few months' 'up the Straits' she was despatched to China in consequence of the Boxer trouble.—*Ex.*

## THE SUGAR CONVENTION.

The following telegram which has been received from Secretary of State for the Colonies was forwarded by the Colonial Secretary for publication in the *Singapore Free Press*—

Brussels Sugar Convention. All sugar imported into United Kingdom after August 31st must have certificate of origin; this does not apply to sugar which has been used in preparation of such articles as biscuits, chocolate, jam, preserved fruit, and confectionery. All sugar imported into other signatory States all require certificate of origin, but His Majesty's Government does not yet know what these States may require with regard to articles in the preparation of which sugar may be used. Make this known at once and take such action as may be necessary.

## COMMERCIAL.

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## To-day's Advertisements.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 7th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 5th August, 1903. [9326]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEUCER"	On 10th August.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"TYDEUS"	On 18th August.
MARSEILLES, L'DON & A'WERP.	"INVESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th September.
MARSEILLES, L'DON & A'WERP.	"PINGSUEY"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.
MARSEILLES, L'DON & A'WERP.	"AGAMEMNON"	On 13th October.
MARSEILLES, L'DON & A'WERP.	"JASON"	On 20th October.
MARSEILLES, L'DON & A'WERP.	"PAK LING"	On 27th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "DEUCALION"	"DEUCALION"	On 13th August.
NAGASAKI, KOBE and YOKOHAMA, via "CALCHAS"	"CALCHAS"	On 2nd October.

Butterfield & Swire,  
AGENTS.

Hongkong, 5th August, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"HUNAN"	7th August.
NINGPO and SHANGHAI	"WUHU"	7th "
SHANGHAI and CHINKIANG	"CHINKIANG"	8th "
MANILA	"TSINAN"	10th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	10th "
CHEFOO and TIENTSIN	"NANSHANG"	12th "
MANILA	"SUNGKIANG"	13th "
CEBU and ILOILO	"HUNAN"	20th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED C.D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th August, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Aug., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 15th Aug., at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 1st August, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266c

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 9th Aug.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 9th Aug.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 12th Aug.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 16th Aug.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duty qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Takau to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 4th August, 1903.

T. ARIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duty qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903.

## STEAM TO CANTON.

The Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"SAINT BEDE"	8th Aug.
"MOGUL"	25th Aug.
"BRAEMAR"	5th Sept.
"SATSUMA"	19th Sept.
"SHIMOSA"	30th Sept.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 27th July, 1903.

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

The Company's Steamship

"BARON DRIEN,"

Captain Laurent, will be despatched as above on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDKYN" later.

For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 27th July, 1903.

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 8th August, at 10 A.M.
ROHILLA MARU	E. P. Bishop	3,869	WEDNESDAY, 12th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 5th August, 1903.

FOR CHEMULPO, DALNY AND PORT  
ARTHUR.

Calling at SHANGHAI.

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Ports on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 3rd August, 1903.

NAVIGAZIONE GENERALE ITALIANA,  
(Florio and Rubattino United Companies).STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above on WEDNESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 4th August 1903.

"SHIRE" LINE OF STEAMERS,  
FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 30th July, 1903.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong, (on Week Days) at 7.30 A.M., (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st and 3rd Class Single Ticket, \$3; Return Ticket, \$5. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
81, Queen's Road Central.

Hongkong, 24th June, 1903.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"

Captain Marcantetti, will be despatched for the above Ports, on or about MONDAY, the 10th instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th August, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, CAL-  
CUTTA, COLOMBO, ADEN, SUEZ  
and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Rasewich, will be despatched as above on THURSDAY, the 20th August, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,  
Agents,

Prince's Buildings.

Hongkong, 27th July, 1903.

REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
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ROHILLA MARU	E. P. Bishop	3,869	WEDNESDAY, 12th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 5th August, 1903.

"BEN" LINE OF STEAMERS.  
FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLEDI,"

Captain D. Clark, will be despatched as above on or about THURSDAY, the 6th instant.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th August, 1903.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &amp;c., &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th August, 1903.

## AN APPEAL.

THE SUPERIORITY OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

## Intimations.

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-  
CRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.Estimates given for all kinds of Electrical  
work.Trained Mechanics sent to Out-Ports to  
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to  
W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager.

Hongkong, 2nd April, 1903.

KANANGA  
OF JAPAN(REGISTERED)  
RIGAUD and Co.  
PARISKananga Water, the most deli-  
cious Toilet Water. It renders the skin firm, relieves  
mosquito bites and imparts a delicate fra-  
grance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT  
RIGAUD'S WHITE ROSE  
RIGAUD'S MELATI EXTRACT  
RIGAUD'S IKORA D'AFRIQUE EXTRACT  
RIGAUD'S LILY OF THE VALLEY EXTRACT  
RIGAUD'S YLANGYLANG EXTRACT  
RIGAUD'S BANTAM EXTRACT  
RIGAUD'S JASMINE or Chamale EXTRACT  
2, RUE VIVIERNE, 2, PARISTHE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10cts.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

THE NEW FRENCH REMEDY  
TRADE THERAPION MARKThis successful and highly popular remedy, used in the  
Continental Hospitals by HUGO ROBERT, Doctor, Valparaiso  
and others, combines all the desiderata to be sought in a  
medicine of the kind, and surpasses everything hitherto  
employed.THERAPION No. 1 is a  
shortly absorbed, rapidly acting, powerful purgative,  
which does irreparable harm by laying the foundation of  
stomach and other serious diseases. It is a powerful  
irritant of the lower bowel, cough, bronchitis, asthma, and  
some of the more trying complaints of this kind, it will be  
found astonishingly efficacious, affording prompt relief  
where other well-tried remedies have been powerless.THERAPION No. 2 is for  
the blood, scurvy, pimples, spots, blotches, pains and swell-  
ings of the joints, secondary symptoms, gout, rheumatism,  
and all diseases for which it has been too much a fashion  
to employ mercury, arsenic, &c., to the destruction of  
sufferers' teeth and ruin of health. This preparation  
purifies the whole system, restores the blood, and thoroughly  
eliminates every poisonous matter from the body.THERAPION No. 3 is for  
exhaustion, impaired vitality, sleeplessness, and all the  
distressing consequences of early error, excess, residence in  
hot, unhealthy climates, &c. It possesses surprising power  
in restoring strength and vigor to the debilitated.THERAPION is sold by the pri-  
mary and secondary dealers throughout the world. Price in England 4s 6d.  
In ordering, state which of the three numbers is re-  
quired, and observe above Trade Mark, which is a fac-  
simile of word "Therapion" as it appears on the British  
Government Stamp



## Shipping.

**Arrivals.**  
Rinaldo, Br. sloop, 980, Wake, 3rd Aug.—  
from Singapore.  
Albion, H.M.S. battleship, 12,050, Jerram, 4th  
Aug.—Wei-hai-wei 29th July.  
Comet, Br. 4-masted barge, 2,890, Davis, 4th  
Aug.—New York 9th Apr., Kerosine.—S.  
O. Co.  
Loongmoon, Ger. s.s., 1,245, Drewes, 4th Aug.—  
Shanghai 30th July, Gen.—S. & Co.  
Hongkong Maru, Jap. s.s., 3,447, Filmer, 5th  
Aug.—San Francisco 7th July, via Hono-  
lulu 14th, Yokohama 27th, Kobe 28th,  
Nagasaki 30th, and Shanghai 2nd Aug.,  
Mails and Gen.—P. M. S. S. Co.  
Loongman, Br. s.s., 1,299, Weigall, 5th Aug.—  
Manila 2nd Aug., Ballast.—J. M. & Co.  
Victoria, Swed. s.s., 984, Hermanson, 5th  
Aug.—Sungai 31st July, Rice.—E. A. T.  
Co.  
Trigon, Aust. s.s., 618, Rindin, 5th Aug.—  
Canton 4th Aug, Gen.—S. W. & Co.  
Loyal, Ger. s.s., 1,237, Buhrmann, 5th Aug.—  
Hongkong 2nd Aug, Coal.—S. W. & Co.  
Ta shan, Br. s.s., 1,121, Jenkins, 5th Aug.—  
Bangkok and Koh-si-chang 27th July, Rice.  
—B. & Co.

## Clearances at the Harbour Office.

Triglav for Canton.  
Pak Kong, for Macao.  
Wo Ping, for Wenchow.  
Wingchi, for Macao.  
Hue, for Quong-chow-wan.  
Empress of China, for Shanghai.  
Bombay Maru, for Moji.  
Chan On, for Wenchow.

## Departures.

Aug. 5.  
Empress of China, for Vancouver.  
Kiaut chow, for Shanghai & Co.  
Arake Maru, for Moji.  
Dofu, for Bangkok.  
Else, for Saigon.  
Nankin, for Shanghai.  
Carl Diederichsen, for Huihow.  
Kingsing, for Kobe.

## Passengers arrived.

Per Victoria, from Saigon—235 Chinese.  
Per Loongmoon, from Shanghai—Mr. Wang-  
hann, and 48 Chinese.  
Per Loongman, from Manila—1 Lieut. Kromer,  
Messrs. P. Taylor, C. Remington, M. Egan, J.  
Allen, E. Storer, V. Dennison, E. Roberts, V.  
Kritz, F. Mackay, T. Fuma, O. B. Hirota, T.  
Sermee, F. Tassiana, and 12 Chinese.  
Per Hongkong Maru, from San Francisco,  
Gen.—Miss F. B. Adams, Mrs. W. P. Baker and  
child, Mr. T. S. Barnes, Mrs. H. A. Borden,  
Messrs. W. L. Bowler, Wm. Brennan, W. A.  
Brown, J. J. Carrington, Guy Clinton, J. A.  
Cull, Dean, F. E. Egan, John Egan, E. S.  
Ewing, Fong Fow, T. L. Freeman, Misses K.  
Gibbich, E. Moore, Mrs. S. La Grave, Mr. C.  
Misses M. Hall, S. Hoffmann, Messrs. W. G.  
Hunter, A. C. B. Jacobson, J. W. Johnson,  
Master P. Kindler, Messrs. Jno. Lakeness, T.  
H. Law, J. F. Martin, J. W. Mason, Misses J.  
McCarthy, G. D. McGee, Mr. E. Loureiro,  
Mr. and Mrs. L. A. A. and servant, Messrs. P.  
H. Quinn, C. A. Reynolds, Miss G. Robinson,  
Mr. B. K. Saul, Miss J. M. Shea, Messrs. E. P.  
Sheehan, C. H. Simpson, Mrs. Wheatie and  
infant, Dr. E. A. R. Laing, Mrs. Laing, Mr. K.  
Nakagayama, Baron B. Von Sallay, Mr. and  
Mrs. Basil Taylor, Messrs. W. A. Northrup, R.  
Fuhmann and servant, Mrs. Wong Kum Tuck  
and 2 servants, and 83 Chinese.

## Passengers departed.

Per Gadia, for Shanghai—Messrs. H. J.  
Burniston, F. S. Brockman, W. J. Southam and  
P. Klepach. For Kobe—Mr. H. F. Edmonson. For  
Yokohama—Mr. H. F. Edmonson. For San  
Francisco—Mr. T. G. Nicklin. For London—  
Dr. R. Pick, and Mr. W. Seale.  
Per Empress of China, for Vancouver, & Co.—  
Miss H. Lewis, Mr. and Mrs. Hy Southam, Mr.  
W. M. Richards, Hon. Robert Sheehan, Messrs.  
C. S. Moody, J. L. Hess, Major E. C. Eicke,  
Ludwig W. Foster, W. Pitts, T. K. Sheung,  
N. A. C. Hawkins, K. Tatsumi, Mr. and Mrs.  
G. H. Briston Wright, Messrs. Kokai Kin, G.  
Thornhill, C. E. Le Munyon, C. L. Gorham,  
R. Campbell Davidson, T. B. Jeancon, B. James,  
Wing Kee, Hart Buck, Mrs. Gong See and  
daughter, Mrs. Chiu Sen Him, 2 daughters and  
son, Mr. Lee King, Mrs. Ottom, Mr. Qut Fu,  
Master Lum Chew Yuen, Chun Lum, Fung  
Tim, Chan Bou Nam, P. C. Clemson, Capt.  
Cours, Messrs. Victor Kitz M. Carl Remington,  
W. G. Clarke, Martin Eagan, Lieut. L. B.  
Kramer, and Mr. Francisco Ycasiano.

## Steamers Expected.

Vessels	From	Agents	Due
Sumatra	Singapore	P. & O. Co.	Aug. 6
Sanku Maru	Shanghai	N. Y. K.	Aug. 6
Rosetta Maru	Manila	T. K. K.	Aug. 7
Tsinan	Kobe	H. & K.	Aug. 8
Kagoshima M.	Singapore	N. Y. K.	Aug. 9
Caledonia	Singapore	P. & O. Co.	Aug. 12
Indrapura	Japan	P. & O. Co.	Aug. 13
City of Peking	Japan	P. M. Co.	Aug. 13
Lyra	Victoria	T. B. T. Co.	Aug. 15
Emp. of India	Vancouver	C. P. R. Co.	Aug. 16
Laisang	Calcutta	J. M. & Co.	Aug. 17
Doric	San Francisco	O. & O. Co.	Aug. 17
Lothian	San Francisco	C. M. Co.	Aug. 26

## Shipping Reports.

Str. Hongkong Maru from San Francisco,  
etc.—From Shanghai, smooth sea, light S.E.  
winds.  
Str. Loongman from Manila:—Moderate to  
fresh S.W. monsoon, with occasional squalls  
of heavy rain, also heavy swell from S.W.  
Str. Tai-han from Hongkong:—Light pleasant  
S.W. wind, and smooth sea until 100 miles  
from port, then e N.E. wind, and dull weather.

## Ships Passed the Canal.

Outward—1st July—Devonshire, Bamberg.  
7th July—Vermont, Foxtonhall, Manchuria,  
Indradro, 10th July—Moyune, Renwiltch,  
Tauer, Claverhill, 14th July—Konigsberg,  
St. Irene, Haddenhall, Sumatra, 26th July—  
Kintuck, Caledonia, Inaba Maru, Ningchow,  
Venetia, 21st July—Glenturra, Flintshire,  
Denalder, Marburg, Abyssinia, Bombay, 24th  
July—Achilles, Benmore, Ping Suey, 27th July—  
Socotra, Auchénarden, 28th July—Sambin,  
Comerit, 1st August—Bayern, Hlinchi Maru,  
Glancu, Salazie.

Homeward—18th July—Nubia, 24th July—  
Annam, 28th July—Antenor, Strassburg,  
Kawachi Maru, 1st August—Canton.

Arrivals at Home—Zieten, 7th July—  
Afridi, 10th July—Kanagawa Maru, Pat-  
roclus, Indranti, 18th July—Calchas, Glen-  
schied, 21st—Malacca, 21st July—Oceanien,  
Tanulau, China, 27th July—Sado Maru,  
Stuttgart, 1st August—Segovia.

## Vessels in Port.

ATHENIAN, Br. s.s., 2,440, Robinson, 25th July,  
—Vancouver 29th June, and Shanghai  
22nd July, Gen.—C. P. R. Co.  
Benecluch of Leith, Br. s.s., 2,672, Thomson,  
2nd Aug.—Singapore 27th July, Gen.—  
G. L. & Co.  
Benledi, Br. s.s., 1,481, Clark, 29th July,  
—Yokohama and Shanghai 26th July, Gen.—  
G. L. & Co.

Bombay Maru, Jap. s.s., 3,398, Murai, 4th  
Aug.—Bombay 18th July, and Singapore  
29th, Gen.—N. Y. K.  
Capri, Ital. s.s., 2,700, Belsin, 3rd Aug.—  
Bombay 17th July, and Singapore 28th,  
Gen.—C. & Co.  
Ching Wo, Br. s.s., 2,517, Parkinson, 2nd Aug.—  
San Francisco 3rd July, and Moji 28th,  
Gen.—C. S. S. Co.

Chowit, Ger. s.s., 1,112, Textor, 30th July,  
—Bangkok 24th July, Rice.—B. & S.  
Crown of Arragon, Br. s.s., 1,300, Darwood,  
20th July—Moji 2nd July, Coal.—Gilman  
& Co.

Devonshire, Br. s.s., Coull, 29th July—Cardiff  
13th June, and Port Said 28th, Coal.—  
Admiralty.  
Gregory Apar, Br. s.s., 2,910, Olifent, 3rd Aug.—  
Calcutta 18th July, and Singapore 29th  
Gen.—D. S. & Co., Ltd.

Haiching, Br. s.s., 1,267, Passmore, 4th Aug.—  
Frochow 31st July, Amoy 2nd Aug., and  
Swatow 3rd, Gen.—D. L. & Co.  
Hailan, Fr. s.s., 377, Andersen, 3rd Aug.—  
Pakhoi and Hoihow 2nd Aug, Gen.—A.  
R. M.

Holstein, Ger. s.s., 985, Lorenzen, 4th Aug.—  
Saigon 30th July, Rice and Gen.—J. & Co.  
Hue, Fr. s.s., 705, Godinan, 3rd Aug.—  
Haiphong and Pakhoi 2nd Aug, Gen.—A.  
R. M.

Ingalls, Am. s.s., 1,347, Harrison, 10th July,  
—Manila, P.I. via Mauban 7th July, Ballast.  
—Order.  
Iyo Maru, Jap. s.s., 3,918, Butler, 29th July,  
—Seattle via Japan and Shanghai 26th July,  
Gen.—N. Y. K.

Karin, Swed. s.s., 698, Petterson, 1st Aug.—  
Chefoo 26th July, Beans and Gen.—S. W.  
& Co.  
Lawada, Br. s.s., 3,369, Henderson, 1st Aug.—  
Bangkok via Penang and Singapore 18th  
July, Gen.—J. M. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, Sanders,  
3rd Aug.—Bangkok via Swatow 25th July,  
Rice.—A. K. & Co.  
Pakhoi, Br. s.s., 1,249, Shaw, 27th July,  
—Canton 27th July, Gen.—B. & S.  
Pompey, Am. s.s., 1,200, Range, 28th May,  
—Manila, P.I. 25th May, Ballast.—U. S.  
Government.

Rajaburi, Ger. s.s., 1,189, Wendig, 1st Aug.—  
Bangkok 23rd July, and Swatow 31st, Rice  
and Wood.—B. & S.  
Suisang, Br. s.s., 1,776, Young, 28th July,  
—Java 19th July, Sugar.—J. M. & Co.  
Taihu, Ger. s.s., 1,063, Menzell, 20th June,  
—Mauritius via Singapore 14th June, Gen.—  
E. A. T. Co.

Wongkoi, Ger. s.s., 1,115, Rehen, 2nd Aug.—  
Bangkok 27th July, Rice and Gen.—B. &  
S.

## SAILING VESSELS.

Boieldien, Fr. barge, 1,042, Harong, 24th June,  
—New York 15th Dec., Kerosine.—S. O. Co.  
Columbia, Am. sch., 772, Sprague, 27th Mar.,  
—B. & S.  
Grosvenor, Br. barge, 516, Boga, 14th June,  
—Mauritius 16th Jan., Sugar.—A. & Co.  
Pierre Anonine, Fr. barge, 1,740, Reteget,  
1st Apr.—New York 3rd Oct., Oil.  
—Order.  
Prince Albert, Norw. ship, 1,498, Hansen, 10th  
June, —Fremantle 29th Apr., Sandal Wood.  
—Gilman & Co.  
Vale of Doon, Sarawak barge, 669, Pedersen, 27th  
July, —Rajang 11th July, Timber.—S. W.  
& Co.

## Hongkong &amp; Whampoa Dock Returns.

Iyo Maru ..... Kowloon Dock.  
Powan .....  
U.S.A.T. Ingalls .....  
Kaipan .....  
H.M.S. Whiting .....  
Kwong Hing .....  
Miner .....  
U.S.A.T. Sumner ..... Cosmopolitan

## Post Office.

## A Mail will close for:—

Canton—Per Huanan, 6th inst., 7.30 A.M.  
Swatow, Amoy and Foochow—Per Huanan,  
6th inst., 9 A.M.  
Quang-chow-wan, Hoihow, Pakhoi and  
Haiphong—Per Huanan, 6th inst., 9 A.M.  
Swatow and Bangkok—Per Rajaburi, 6th  
inst., 9 A.M.  
Ban, kok—Per Chowhai, 6th inst., 10 A.M.  
Europe, &c., India, via Tutuorin—Per  
Prinz Heinrich, 6th inst., 11 A.M.  
Macao—Per Huanan, 6th inst., 1.15 P.M.  
Manila—Per Huanan, 6th inst., 3 P.M.  
Kumchuk and Samshui—Per Tungkong,  
6th inst., 4 P.M.  
Canton—Per Fitchan, 6th inst., 5 P.M.  
Macao—Per Lee Wing, 6th inst., 5 P.M.  
Sanbue—Per Lee Wing, 6th inst., 5 P.M.  
Naniua—Per Tai'er, 6th inst., 5 P.M.  
Manila—Per Loongman, 7th inst., 3 P.M.  
Ningpo and Shanghai—Per Wuhai, 7th inst.,  
3 P.M.

Manila—Per Zuffro, 8th inst., 9 A.M.  
Singapore, Penang and Calcutta—Per Gre-  
gory Apar, 10th inst., 2 P.M.  
Manila, Port Darwin, Thursday Island,  
Cooktown, Cairns, Townsville, Brisbane,  
Sydney and Melbourne—Per Tsiman, 10th  
inst., 3 P.M.  
Europe, &c., India, via Tutuorin—Per  
Yarra, 11th inst., 11 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria,  
(B.C.) and Seattle, (U.S.A.)—Per Iyo Maru,  
11th inst., 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Athenian,  
12th inst., 11 A.M.

Singapore, Penang and Bombay—Per Capri,  
12th inst., 11.30 A.M.  
Chefoo and Tientsin—Per Nanchang, 12th  
inst., 3 P.M.  
Manila—Per Sunghing, 13th inst., 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per Hongkong  
Maru, 14th inst., 11 A.M.

Manila—Per Rubi, 15th inst., 9 A.M.  
Cebu and Iloilo—Per Huanan, 20th inst.,  
3 P.M.  
Timor, Port Darwin, Thursday Island, Cook-  
town, Cairns, Townsville, Brisbane, Sydney  
and Melbourne—Per Empire, 26th inst., 11 A.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
Acting Director of the Hongkong Obser-  
vatory:—

On the 5th at 11.30 a.m. The barometer has  
risen over Japan and China, fallen slightly over  
Luzon and the Loochoos.  
Pressure is high over S. Japan and near  
normal along the China coast. In the Pacific,  
between Luzon and the Loochoos, pressure is  
probably low, and a depression may be forming  
to the N.E. of Luzon.

Moderate E. and N.E. winds in the Formosa  
Channel and off the S. coast of China.  
Moderate S.W. monsoon over the middle  
part of the China Sea.

Forecast:—light or moderate E. winds; fair  
to showery.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.74	29.72
Temperature	84	80
Humidity	77	89
Rainfall	0.32	

## CHINA COAST METEOROLOGICAL REGISTER.

August 5th, 1903, a.m.

	Bar.	Th.	Hum.	Wind	Wv.
Vladivostok	7 a.m. 29.60	68	99	—	0
emuro	6 a.m. 29.69	—	—	—	—
Hakodate	" 29.77	—	—	SW	2
Tokio	" 29.90	—	—	NW	2
Kochi	" 29.95	—	—	—	—
Nagasaki	" 29.95	—	—	—	—
Kagoshima	" 29.95	—	—	—	—
Oshima	" 29.81	—	—	E	4
Naha	" 29.81	—	—	E	4
Ishigakijima	" 29.74	—	—	NE	6
Taihou	5 a.m. 29.78	—	—	E	2
Taihu	" 29.74	—	—	—	—
Tainan	" 29.74	—	—	—	—
Koshun	" 29.75	—	—	—	—
Pescadore	" 29.75	—	—	—	—
Weihow	9 a.m. 29.89	81	91	SE	3
Gutzlaff	" 29.80	85	85	NNE	1
Shap Peak	5.30 a.m. 29.78	85	85	NNE	2
Amoy	9 a.m. 29.78	84	84	—	—
Canton	10 a.m. 29.78	84	84	ESL	2
Hongkong	" 29.76	—	—	E	2
Victoria Peak	" 29.73	87	—	ESE	3
Gap Rock	" 29.76	—	—	E	2
Macao	" 29.73	87	—	—	—
Haiphong	" 29.80	84	77	WSW	4
Manila	" 29.80	84	77	WSW	4
Malate	" 29.80	84	77	WSW	4
Bacolod	" 29.89	85	—	SW	1
Cebu	" 29.87	88	—	S	2
Hebu	" 29.87	88	—	S	2
St. James	10 a.m.	—	—	—	—

## VISITORS AT THE HOTELS.

## HONGKONG.

Anderson, Mr. Jackman, H. T.  
Anou, A. S. Jones, J. W.  
Barrett, E. G. Joseph, Mr. and Mrs.  
Black, Mr. and Mrs. Katsch, E. A.  
Bo gan, Mr. and Mrs. R. Kitzmauth, G. C.  
Bonner, E. A. Laing, W.  
Bowers, Dr. Leggett, E. A.  
Brown, W. S. Lewis, A. R.  
Colson, F. T. Loffler, C.  
Coulson, C. H. Macgowan, R. J.  
Dean, C. MacKie, Gordon  
Debyshire, J. H. Marriott, Dr. A.  
Detong, S. Mast, Sydney  
Douglas, Capt. & Mrs. Mast, Mr. E.  
Downing, T. C. McCarty, T. P.  
Edwards, F. W. Miller, P. L.  
Ellis, Mr. and Mrs. A. Murphy, Mr. and Mrs.  
Emerson, A. E. O.  
Fisher, H. G. Osborn, Mrs. F.  
Forsyth, Capt. G. A. Parfitt, W.  
George, C. Potts, W. H.  
Greenwood, D. A. W. Reid, J. J.  
Hall, Capt. T. Scott, C.  
Hare, G. T. Somerville, Mr. A.  
Harvey, R. D. Thomas, C. B.  
Haughton, W. B. Thomson, Dr. J. C.  
Hill, L. D. Watson, Capt. A. N.  
Hoyon, J. T. Watkins, C. A.  
Hunter, Mr. and Mrs. W. W. W. W.  
Howard, Thos. W. W. W. W.  
Hunter, W. G. W. W. W.  
Icely, Rev. F. Ziesler, J.

## KING EDWARD.

Dennison, Richard V. Pfaff, Alfred  
Howard, E. Stephens, J. D.  
Jacobson, A. Stoiber, E. G.  
Mackay, D. F. Szilly, Baron de  
Mayo, E. Rose, Mr. and Mrs. T.  
Middleton, A. J.  
Muelle, Ed. (Consul for Taylor, Paul  
Peru) Vaughan, H. S.

## CONNAUGHT.

Campbell, R. E. Lieut. Lee, G. E.  
J. R. Marston, Mr. Mis L.  
Dufour, Mrs. B. Scott-Granston, P. G.  
Houghton, R. Tibbey, H. M.  
Humphreys, W. Tyndall, T.  
Jordan, Mr. and Mrs. Williams, W. H.  
E. G.

## OCCIDENTAL.

Burton, A. B. Lopez, Amaro  
Chandler, Lieut. F. Marshall, Chas. W.  
Curtis, W. W. Meelis, E. E. H.  
Diss, George A. Merdas, G.  
Donald, W. H. Pezard, Lieut. T.  
Harris, Paul H. Schwedensky, Dr. J.  
Kenney, T. P. Shaffer, Mrs. F.  
Kerr, Dr. F. Stephens, H.  
Liddell, Mr. and Mrs. Woodbridge, F. J.

## PEAK.

Allison, A. Martin, R.  
Barnett, Dr. McDermott, A. P. B.  
Beattie, Andrew McGowan, Mr. & Mrs.  
Beha, Geo. A.  
Benson, A. P. H. Mitchell, Robert  
and Mrs. H. G. Mortimore, Miss C.  
Berkley, H. Ollis, Mr. and Mrs. F.  
Bessard, Mrs. B.  
Brown, Col. L. F. Ordish, Owen  
Brusse, George Ormiston, R. A. Major  
Bunny, Major Mrs. J. W. W.  
Chapman, Mr. & Mrs. Philpot, Leonard D.  
Chichester, Maj. A. A. Pratt, R. A. Major and  
Edmiston, H. F. Mrs. H. A.  
Ferrier, Col. and Mrs. Reid, T. H.  
G. H. Runsey, R. N. Hon. R.  
French, A. S. C. Major Murray  
G. A. Sawyer, Mrs. W. E.  
Fuchs, A. Scott, Charles R.  
Gibson, Dr. Robert Seale, W.  
Grant, G. C. Lindsay Sinclair, A.  
Hamilton, Major A. B. Smith, Carl W.  
Hawthitt, F. T. Baines Spackhaver, W. O. C.  
Hibbs, F. H. Thompson, Capt. N. G.  
Jeffries, H. U. Thomson, O. D.  
Jones, Mr. and Mrs. P. Wolfson, Miss M.  
N. H. Wolfson, Mr. & Mrs.  
Julian, F. J. W.  
King, R. H. Wemborn, S. T.  
Lossens, W. Wilford, F. C.  
MacLeod, Wm. D. D. S.

## CRAIGIEBURN.

Canfield, Master and Lyons, Capt. and Mrs.  
nurse Pearce, Mr. and Mrs.  
Gaskell, Mr. and Mrs. T. W.  
Harvey, Lieut. and Reinecke, Miss  
Mrs. J. S. Selden, Mrs. & children  
Johnston, Mrs. and Sisters, (Gov. Civil  
child (Hospital)  
Helms, W. W. W. W. W.  
Lambelle, Lieut. and R. F. child & nurse.  
Mrs. F. W.

## THOMAS.

Bassett, H. D. Mannars, Mr.  
Charles, L. P. P. P.  
Condy, C. and two Randich, Capt. G. T.  
children Roberts, Capt.  
Grego, Mr. Robertson, O. L.  
Francis, Wm. Rouge, N. E.  
Hansen, Capt. H. E. Walter, F. L. M.  
John, Mr. and Mrs. W. W. W.  
Kernan, J. Young, L. C.  
Li Man Yin

## KOWLOON.

Curran, Capt. D. J. Milne, George  
Jackson, Mrs. and child Milne, Arthur C.  
Milne, Miss Muriel Semuloch, Mr. R. H.  
Milne, Miss Geity Walters, Mrs.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902. }	\$680
National Bank of China, Ltd. ....	\$ 8	3 1/4 = \$1.96 1/4 for 1902 .....	\$27 b.
Do. Founders.....	\$ 1	None .....	\$10
MARINE INSURANCES.			
Union Ins. Society of Cten, Ltd. ....	\$ 100	60 per cent = \$30 per share for 1901 .....	\$500 s.
China Traders' Ins. Co., Ltd. ....	\$ 25	16 1/2 % = \$4 for year ended 30.4.1902.....	\$21
North China Ins. Co., Ltd. ....	\$ 25	Interim of £1 for 1902.....	Tls. 230
Yangtze Ins. Association, Ltd. ....	\$ 60	20 % = \$12 for 1901 .....	\$135
Canton Ins. Office, Ltd. ....	\$ 50	28 % = \$14 per share for 1901 .....	\$180 b.
FIRE INSURANCES.			
Hongkong Fire Ins. Co., Ltd. ....	\$ 30	\$22 1/2 per share for 1901 .....	\$327 1/2 b.
China Fire Ins. Co., Ltd. ....	\$ 20	\$6 per share for 1901 .....	\$87
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd. ....	\$ 15	\$1 1/2 for half-year ending 31.12.1902 .....	\$38 b.
Indo-China S. N. Co., Ltd. ....	\$ 10	5 % = 10/- per share for 1902.....	\$94
China & Manila S.S. Co., Ltd. ....	\$ 50	10 % = \$5 per share for 1900.....	\$21
Douglas S. S. Co., Ltd. ....	\$ 50	Div. of \$3 for year ended 30.6.1902.....	\$41
"Star" Ferry Co., Ltd. ....	\$ 10	\$1.20 = 12% for year ending 30.4.03 .....	\$27 1/2 b.
"Shell" Transport & Trading Co., Ltd. ....	\$ 5	60 cts. 30'4'03 .....	\$17 1/2 b.
Taku Tug & Lighter Co., Ltd. ....	Tls. 50	3rd Interim of 6d. for 1902 .....	£1 4/- sa.
Shanghai Tug Boat Co., Ltd. ....	Tls. 100	Final of 5 % making 7 % for the year.....	Tls. 47 s.
Shanghai Cargo B. Co., Ltd. ....	Tls. 100	Final of 7 % making 20 % for 1902.....	Tls. 300 b.
Co-operative Cargo B. Co., Ltd. ....	Tls. 100	Final of 7 % making 13 % for 1902.....	Tls. 180 b.
REFINERIES.			
China Sugar Refining Co., Ltd. ....	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$94 b.
Luzon Sugar Refining Co., Ltd. ....	\$ 100	\$3 per share for 1897 .....	\$10 b.
Perak Sugar Cultivation Co., Ltd. ....	Tls. 50	Fin. of 7 % for year ending 30.9.02 .....	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd. ....	\$ 11	None .....	\$2.10 b.
Société Française des Charbonnages du Tonkin .....	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902 .....	\$600 s.
Jelebu Mining & Trading Co., Ltd. ....	\$ 5	No. 9 of 5 % for 1-year end. 31.7.94 .....	\$1 1/2 s.
Raub Australian Gold Mining Co., Ltd. ....	£0.18.1a.	No. 12 of 1/- per share 28.1.01 .....	\$3 1/2 b.
Chinese Engineering & Mining Co., Ltd. ....	£ 1	No. 1 of 1/6 per share 10.10.02 .....	Tls. 6.30 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd. ....	\$ 50	10 % & bonus 2 % for 1 year 31.12.02.....	\$213
S. C. Faraham, Boyd & Co., Ltd. ....	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03 .....	Tls. 159 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd. ....	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902 .....	\$88 b.
New Amoy Dock Co., Ltd. ....	\$ 6 1/2	\$2 1/2 for 1902 .....	\$37 1/2 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd. ....	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902 .....	Tls. 280 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co. Ltd. ....	\$ 10	8 % = 80 cents per share for 1902 .....	\$9 1/2 sa.
Hongkong Land Investment & Agency Co., Ltd. ....	\$ 100	Interim of \$6 for 1903 .....	\$156 b.
K'loon Land & Building Co., Ltd. ....	\$ 30	\$2.30 per share for 1902 .....	\$38 s.
West Point Building Co., Ltd. ....	\$ 50	Interim of \$1 1/2 for 1903 .....	\$50 1/2 b.
Hongkong Hotel Co., Ltd. ....	\$ 50	\$6 for 2nd 1-year making \$12 for 1902 .....	\$152 1/2 sa.
Oriente Hotel Co., Ltd. (Manila) .....	\$ 50	\$8 = \$4 for 1-year ending 31.12.1901 .....	\$45
Astor House Hotel Co., Ltd. (Shanghai) .....	\$ 25	15 % for half-year ending 31.12.01 .....	\$30 s.
Hotel des Colonies Co., Ltd. (Shanghai) .....	Tls. 25	6 % for year ending 31.3.03 .....	Tls. 16 sa.
Queen's Hotel (Wei-hai-wei) .....	Tls. 25	First year .....	Tls. 25
Humphreys Estate & Finance Co., Ltd. ....	\$ 10	9 per cent for 1901 .....	\$12
Shai Land Investment Co., Ltd. ....	Tls. 50	Interim of 6 % for 1903 .....	Tls. 105 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. ....	\$ 10	Interim of 40 cents per share.....	\$15 b.
Ewo Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	3 % for period ended 31.10.97.....	Tls. 36 s.
International Cotton Manufacturing Co., Ltd. ....	Tls. 100	Interim of 3 % on account of 1898 .....	Tls. 49 s.
Lou-tung-mow Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	Interim div. of 4 % on acct. of 1898 .....	Tls. 40 sa.
Soy Chee Cotton Spinning Co., Ltd. ....	Tls. 500	4 % for period ended 31.12.00.....	Tls. 160
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd. ....	\$ 500	25 % for year ending 30.6.1900 .....	\$250 b.
Philippine Tobacco Trust Co., Ltd. ....	\$ 50	None .....	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd. ....	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02 }	Tls. 56 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd. ....	\$ 10	12 % = \$1.20 per share for 1902 .....	\$24 b.
China-Borneo Co., Ltd. ....	\$ 12	First year .....	\$10 b.
A. S. Watson & Co., Ltd. ....	\$ 10	Interim of 5 % for 1902 .....	\$14 1/2 sa.
Watkins, Ltd. ....	\$ 10	\$1 per share for 1902 .....	\$7 b.
Hongkong Electric Co., Ltd. ....	\$ 10	90 cents for year ending 30.4.1903 .....	\$14 1/2 b.
Hongkong Electric Co., Ltd. ....	\$ 5	45 cents for year ending 30.4.1903 .....	\$7 1/2 b.
Hongkong & China Gas Co., Ltd. ....	\$ 10	10 % div. and 1 % bonus for 1901 .....	\$140 b.
Hongkong Rope Manufacturing Co., Ltd. ....	\$ 50	\$10 for 11.02 .....	\$140 b.
Geo. Fenwick & Co., Ltd. ....	\$ 25	15 per cent = \$3.75 for 1902 .....	\$47 1/2
Hongkong Ice Co., Ltd. ....	\$ 100	Interim of \$4 for 1903 .....	\$250 b.
Hongkong High-Level Tramways Co., Ltd. ....	\$ 25	\$18 for year ending 31.11.1902 .....	\$320
Dairy Farm Co., Ltd. ....	\$ 6	75 cents for year ending 31.7.1902.....	\$12 b.
Hongkong & China Bakery Co., Ltd. ....	\$ 50	5 per cent = \$2 1/2 for 1901.....	\$40 b.
Campbell, Moore & Co., Ltd. ....	\$ 10	Div. of \$2 1/2 for 1902 .....	\$10 s.
Bell's Asbestos Eastern Agency, Ltd. ....	£0.12.6.	.....	\$6 sa.
United Asbestos Oriental Agency, Ltd. ....	\$ 4	80 cents } for-year ending 31.5.02 ...	\$10 b.
Do. Founders.....	\$ 10	\$19.80 .....	\$225 b.
Hongkong Steam Water-boat Co., Ltd. ....	\$ 10	Interim of 6 % .....	\$14 1/2 b.
China Light & Power Co., Ltd. ....	\$ 20	None .....	\$6 s.
Robinson Piano Co., Ltd. ....	\$ 50	5 % = \$2 1/2 for half-year 1901.....	\$15 b.
Manila Investment Co., Ltd. ....	\$ 50	None .....	\$15 b.
William Powell, Ltd. ....	\$ 10	Final of 50 cents for half-year 30.6.02 .....	\$10
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited .....	Guilders 100	{ 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903 }	Tls. 305 s.
Telegraphic Address—"Rialto".		BENJAMIN, KELLY & PORT	
Telephone No. 148. P. O. Box No. 111.		Share Brokers.	
NOTE.—b=buyers, s=sellers, sa=sales.			



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**R. G. HECKFORD,**  
MANAGER.

July 25th.